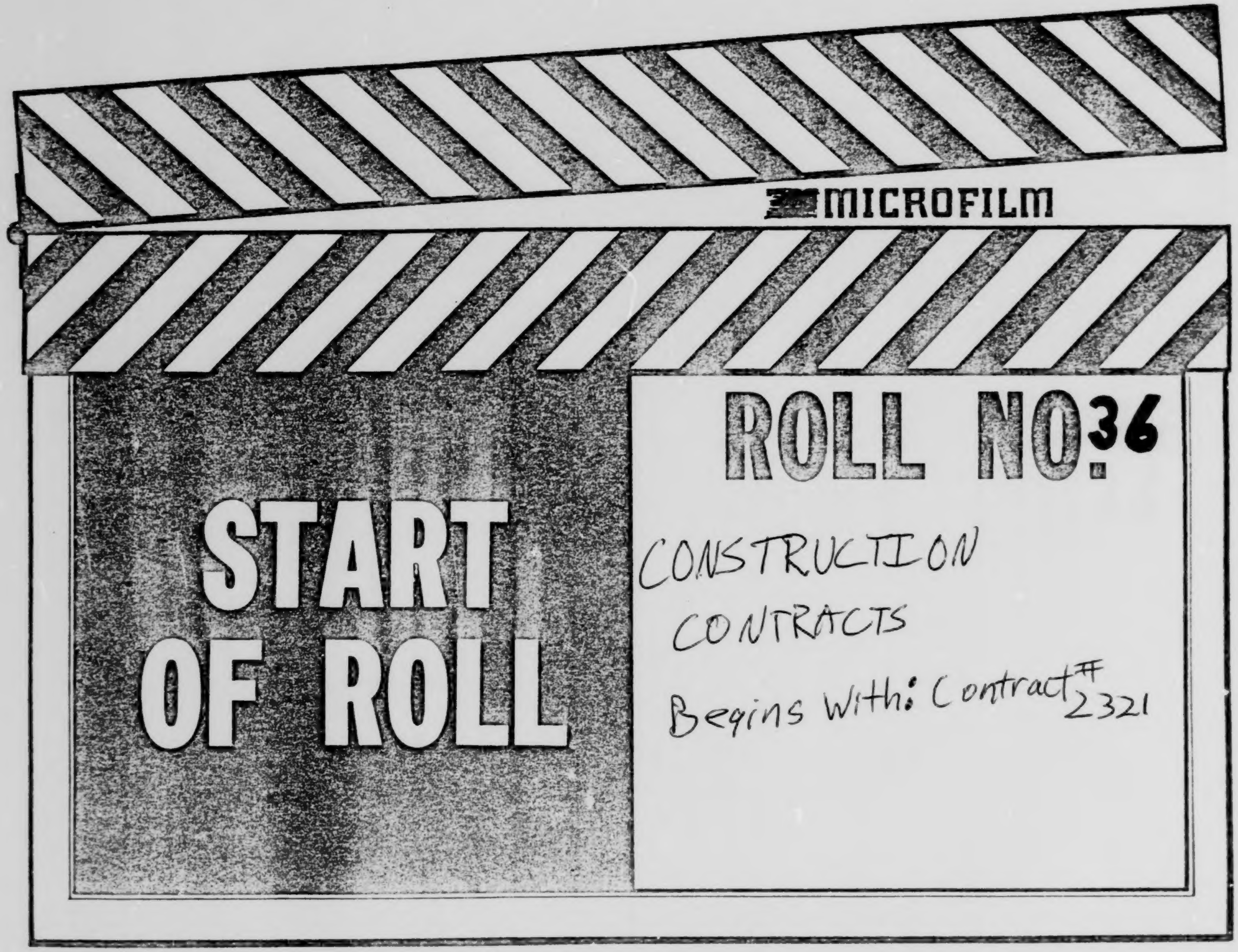

MICROFILM

START OF ROLL

ROLL NO. 36

CONSTRUCTION CONTRACTS

Begins With: Contract # 2321

CONTRACT #2321

FAS 209-B-1 Lone Rock Jct.-Rock Cr. 1940
Sec., Wasco-Heppner Secon.
#2321 Hwy.

RECEIVED
JUL 9 1941
FOR FILING

FAS 209-B-1

July 8, 1941

Mr. W. H. Lynch
District Engineer
Public Roads Administration
Post Office Box 3900
Portland, Oregon

Dear Sir:

Reference is made to the inquiry contained in your letter of July 5, 1941 concerning the underrun in quantity of rounding cutbanks and the elimination of 18-inch culvert pipe on the Lone Rock Junction-Rock Creek Section, Project No. NRS 209-B (1).

The underrun in the quantity of rounding cutbanks was occasioned by the preliminary estimate being too liberally estimated.

The preliminary quantity of 18-inch culvert pipe was estimated for the purpose of extending three existing culverts and anticipated the use of new pipe. There was available, however, sufficient quantity of salvaged 18-inch pipe for these extensions, and the use of this salvaged pipe eliminated the necessity of using new pipe.

Very truly yours,

R. H. BALDOCK
Chief Engineer

By

S. H. Probert
Office Engineer

Dict. by J. W. Nash/JF

FEDERAL WORKS AGENCY
PUBLIC ROADS ADMINISTRATION
DISTRICT ONE

MONTANA
OREGON
WASHINGTON

POST OFFICE BUILDING
PORTLAND, OREGON

RECEIVED
JUL 7 - 1941
OREGON
STATE HIGHWAY COMMISSION

July 5, 1941

Mr. R. H. Baldock
State Highway Engineer
Salem, Oregon

Dear Sir:

Reference is made to the final voucher for Oregon Federal Aid Secondary Project FAS 209-B (1), Lone Rock Junction-Rock Creek Section of the Wasco-Heppner road.

Will you please furnish explanations for the underrun in quantity of rounding cutbanks and the elimination of Item 7, 18" pipe.

Very truly yours,

W. H. LYNCH
District Engineer

By

L. J. Caufield
Sr. Highway Engineer

Secretary

cc - W. C. Williams

RECEIVED
JAN 16 1941
FOR FILING

FAS 209-B-1

January 15, 1941

M. L. O'Neil & Son
Route 1
Eugene, Oregon

Gentlemen:

At the meeting of the State Highway Commission held on November 13, 1940, the following action was taken on your request for an extension of time:

> "M. L. O'Neil & Son, Contract No. 2521, for grading and surfacing the Lone Rock Junction-Rock Creek Section of the Wasco-Heppner Secondary Highway, in Gilliam County, requested an extension of time, from July 31 to August 24, 1940, within which to complete this job. They attributed their failure to complete the project within the specified time limit to delay in award of the contract which did not permit the commencement of operations until late in the season when dust conditions were very bad which interfered greatly with the progress of the work. The Engineer advised that bids on this project were taken by the Commission on May 3 but the contract was not awarded until May 28; further that operations were not commenced until June 13 which was two weeks after award of the contract. He recommended that the extension of time requested be granted and that no penalty be imposed on the contractor for the first 15 days of the overrun of the time limit so as to offset the period of time elapsed between the taking of bids and the award of the contract, but that the contractor be charged with the extra engineering expense incurred by the state from the end of such period, August 16, to the time that the job was completed on August 24, 1940. A letter was presented from the Public Roads Administration concurring therein. The Commission approved the recommendation."

Very truly yours,
OREGON STATE HIGHWAY COMMISSION

By

Secretary

RS
cc - W. C. Williams

RECEIVED
DEC 13 1940
FOR FILING

FAS 209-B-1

a

December 13, 1940

Great American Indemnity Company
Harvey Wells-Reed Insurance Agency
Failing Building
Portland, Oregon

Gentlemen:

You are hereby notified that State Highway contract No. 2321, for grading and surfacing on the Lone Rock Junction-Rock Creek Section of the Wasco-Heppner Secondary, in Gilliam County, has been completed by the contractor, M. L. O'Neil and Son, and that final settlement will be made by the state with said contractor, for work done under said contract, on or after December 23, 1940.

The state is not advised of any unpaid claims for labor or materials, or of the existence of any claims, debts, dues, or demands incurred in the performance of such work and remaining unsatisfied, and you are advised that the state assumes no responsibility for any such claims should there be any.

This notice is served upon you since you appear as surety on the bond furnished by the above contractor. Kindly acknowledge receipt of this letter.

For your information we wish to advise that the total amount paid the contractor in connection with this contract will be $14,151.71, including final payment, and that no force account work was performed therein.

Very truly yours,

OREGON STATE HIGHWAY COMMISSION

By

Secretary

RS

NOTED
D. G. DeSart

RECEIVED
OCT 30 1940
FOR FILING

5e

FAS 209-B-1

MAY 28, 1940

M. L. O'Neil & Son
Jordan Valley, Oregon

Gentlemen:

Confirming my wire to you of this date, the State Highway Commission awarded to you today the contract covering the 6.29 miles grading and surfacing on the Lone Rock Junction-Rock Creek Section of the Wasco-Heppner Secondary Highway, in Gilliam County. This award was based on the low bid submitted by you on May 3, 1940, which bid was in the amount of $15,461.75.

Contract forms will be sent to you in a few days for execution.

Yours very truly,

Secretary

HBG:MC

cc - S. H. Probert

Ext confirmed

M

S 205

CLASS OF SERVICE DESIRED			
DOMESTIC		CABLE	
TELEGRAM	☒	ORDINARY	☐
DAY LETTER	☐	URGENT RATE	☐
SERIAL	☐	DEFERRED	☐
NIGHT LETTER	☐	NIGHT LETTER	☐
SPECIAL SERVICE	☐	SHIP RADIOGRAM	☐

Patrons should check class of service desired; otherwise the message will be transmitted as a telegram or ordinary cablegram.

COPY OF WESTERN UNION TELEGRAM

SALEM, OREGON
MAY 28, 1940

M. L. O'NEIL & SON
JORDAN VALLEY, OREGON

STATE HIGHWAY COMMISSION AWARDED TO YOU TODAY CONTRACT COVERING GRADING AND SURFACING OF LONE ROCK JUNCTION ROCK CREEK SECTION OF WASCO HEPPNER SECONDARY HIGHWAY BASED ON LOW BID SUBMITTED BY YOU MAY THIRD. CONTRACT FORMS FOLLOW

H. B. GLAISYER, SECRETARY
STATE HIGHWAY COMMISSION

file

By L J Caufield
L. J. Caufield
Sr. Highway Engineer

Encls.

Lon

FAS 209-B-1

RECEIVED
OCT 18 1940

FEDERAL WORKS AGENCY
PUBLIC ROADS ADMINISTRATION

UNITED STATES DEPARTMENT OF AGRICULTURE
BUREAU OF PUBLIC ROADS
DISTRICT No. 1
POST OFFICE BUILDING
PORTLAND, OREGON

RECEIVED
OCT 16 1940
OREGON
STATE HIGHWAY COMMISSION

IN YOUR REPLY PLEASE REFER TO FILE No.
Stencil No. 124
Ore. FAS 209-B (1)
Lone Rock Junction-Rock Cr. Sec.
Wasco-Heppner Secondary Hwy.

October 15, 1940

Mr. R. H. Baldock
State Highway Engineer
Salem, Oregon

Dear Sir:

We are forwarding herewith, for your files, an executed copy of the ______________ project agreement and certificate for the above numbered project.

Very truly yours,

W. H. LYNCH
District Engineer

By L. J. Caufield
L. J. Caufield
Sr. Highway Engineer

Encls.

Lon

Wa4Pr-7454

Form P. R. 2

State Oregon

Federal Aid Secondary

Project No. FAS 209-B(1)

PROJECT AGREEMENT

MEMORANDUM OF AGREEMENT made this 19th day of August, 1940 by and between the Oregon State Highway Commission, constituting for the purpose hereof, the Highway Department of the State of Oregon hereinafter called the Highway Department, and the Federal Works Administrator, hereinafter called the Administrator, under and pursuant to the provisions of the act of Congress approved July 11, 1916 (39 Stat., 355), entitled "An Act to provide that the United States shall aid the States in the construction of rural post roads, and for other purposes," and of the act approved November 9, 1921 (42 Stat., 212), entitled "An Act to amend the Act entitled 'An Act to provide that the United States shall aid the States in the construction of rural post roads, and for other purposes,' approved July 11, 1916, as amended and supplemented, and for other purposes," and acts amendatory thereof or supplementary thereto; particularly Section 7 of the Act approved June 16, 1936, 49 Stat. 1521 (Public No. 686, 74th Congress):

Whereas the Highway Department of said State submitted on the 13th day of February, 1940, a revised project statement, which was approved on the 27th day of February, 1940, for the proposed construction of a project consisting of the road hereinafter described; and

Whereas the Highway Department, in accordance with the rules and regulations promulgated for the administration of the Federal Highway Act, has furnished surveys, plans, specifications, and estimates for Section B(1) of said project which were recommended for approval by the District Engineer of the Public Roads Administration on the 19th day of April 1940; and

Whereas the Administrator has certified to the Secretary of the Treasury his approval of said surveys, plans, specifications, and estimates, and the sum of Nine thousand, three hundred sixty and 00/100 dollars ($9,360.00) as the share of the United States payable under said act on account of Section B(1) of said project, which does not exceed the authorized Federal pro rata share of the approved total estimated cost thereof:

Now, therefore, in consideration of the premises and of the several promises to be faithfully performed by each, as hereinafter set forth, the Highway Department and the Administrator do hereby mutually agree as follows:

16—11379

FUNDS AT THE DISPOSAL OF THE HIGHWAY DEPARTMENT

ARTICLE I. Funds for the use of the Highway Department in the construction of said project have been made available in the following manner, to wit:

(a) By the State from Chap. 175, laws 1917; Chap. 31, laws 1920; Chap. 529, laws 1959. (Include date and citation of act of legislature by which authorized)

(b) From other sources

(State how placed under direct control of Highway Department)

ROAD EMBRACED IN PROJECT

ARTICLE II. This agreement covers the following highway as described in detail in said surveys, plans, and specifications:

Between survey station 10+00 in the SW 1/4, Sec. 17, T. 4 S., R. 22 E., W.M., and survey station 344+62.5 in the NE 1/4, Sec. 35, T. 3 S., R. 22 E., W.M., excepting therefrom those portions between survey stations 143+183.0 and 144+63.0, 150+07.5 and 150+97.5, 205+73.0 and 206+53.0, 224+94.7 and 225+94.7, 293+61.0 and 294+41.0, 298+36.6 and 299+86.6, and 332+40.0 and 334+75.0,

, length 6.170 miles, in Gilliam County,

being Section B(1) of Oregon Federal Aid Secondary project No. FAS 289, consisting of 6.170 miles of roadway and no bridges, each of more than 20 feet clear span, ~~or a mile in length.~~

CHARACTER AND METHOD OF CONSTRUCTION

ARTICLE III. The Highway Department will construct or cause to be constructed to final completion said project, in strict compliance with said plans and specifications, which are made a part hereof, under its direct supervision, which shall include adequate inspection throughout the course of construction, subject at all times to inspection and approval by the Administrator or his agents, and in accordance with the laws of said State, the rules and regulations of the Administrator, and the following conditions:

(*a*) It is agreed that the construction work on the project shall be performed by contract, unless the performance thereof by force account shall be approved by the Administrator or his authorized representatives. Such construction work as may be performed by force account shall be paid for on the basis of the units of work performed at the unit prices set forth in the estimate as approved by the Administrator, except that where the total actual cost is ascertained to be less than the estimate so approved the total Federal payments shall not exceed the Federal pro rata share of such total actual cost.

UNITED STATES PRO RATA SHARE OF THE COST OF SAID PROJECT

ARTICLE IV. The United States pro rata share of the value of the labor and materials which shall be actually put into the construction of Section B(1) of said project shall not in any event exceed the sum of Nine thousand, three hundred sixty and 00/100 dollars ($9,360.00), certified to the Secretary of the Treasury as above mentioned, which does not exceed the authorized Federal pro rata share of Sixteen thousand, seven hundred seventy-three and 62/100 dollars ($16,773.62), the approved total estimated cost of Section B(1) of said project.

PAYMENTS

ARTICLE V. As the construction of said project progresses. the Administrator shall from time to time draw warrants on the Secretary of the Treasury for the payment to the State Treasurer

(Official or depository)

hereby designated by the Highway Department for that purpose and authorized under the laws of said State to receive public funds of the State of Oregon

(Name)

of such sums as shall not, together with previous payments, exceed the United States pro rata share, as above specified, of the value, as determined by the Administrator after inspection and approval, of the labor and materials which have actually been put into said construction work in compliance with the requirements of Article III hereof.

The Administrator reserves the right to withhold such sum as he may deem necessary to insure completion of construction in compliance with said plans and specifications.

MAINTENANCE OF PROJECT

ARTICLE VI. The Highway Department will maintain said project in compliance with said acts of July 11, 1916, and November 9, 1921, out of funds which have been or will be made available therefor by said State in the manner herein set forth, to wit: Chap. 529, laws 1939.

(Include reference to statute authorizing funds and probable amount annually available)

The Highway Department will use every means within its power to insure proper and permanent maintenance of said project, and to that end will provide for the constant making of needed repairs to preserve a smooth-surfaced highway.

Showing of authority of the Highway Department to execute agreements will be found in the agreement for project No. 112

In witness whereof the parties have hereunto affixed their signatures, the Highway Department on the day and year first above written and the Administrator on the ______ day of SEP 24 1940, 19__

OREGON STATE HIGHWAY COMMISSION
(Official title of Highway Department)

By Henry F. Cabell
Chairman, State Highway Commission
(Title of officer)

By
Member, State Highway Commission
(Title of officer)

By Herman Oliver
Member, State Highway Commission
(Title of officer)

By ______
(Title of officer)

By ______
(Title of officer)

FEDERAL WORKS ADMINISTRATOR,

By
Acting Commissioner of Public Roads.

Form PR. 8—Revised

FEDERAL WORKS AGENCY
PUBLIC ROADS ADMINISTRATION

CERTIFICATE OF APPROVAL OF PLANS, SPECIFICATIONS, AND ESTIMATES

(Under "An Act to provide that the United States shall aid the States in the construction of rural roads, and for other purposes," approved July 11, 1916, and acts amendatory thereof and supplementary thereto.)

To

The Secretary of the Treasury, and

The State Highway Department of the State of Oregon

Pursuant to the acts above cited, I hereby certify—

First. That in accordance with the provisions of said acts, I have approved the plans, specifications, and estimates submitted by the State Highway Department of the State of Oregon for the construction of a highway designated in the records of this Agency as Federal Aid Secondary Project No. FAS 209-B(1) State of Oregon

Second. That in accordance with said provisions I have approved the sum of $ 16,773.62 as the total estimated cost of said project, and the sum of $ 9,360.00 as the share of the United States, payable under said acts on account of such project, which does not exceed the authorized Federal pro rata share of said total estimated cost.

Done at the city of Washington, this .... day of SEP 24 1940

one thousand nine hundred and ....

Federal Works Administrator,

By ....
Acting Commissioner of Public Roads.

U. S. GOVERNMENT PRINTING OFFICE 16—10120

Baldock ✓

FAC 119-B-1

RECEIVED
OCT 24 1940
FOR FILING

October 9th, 1940

COST ANALYSIS-FINAL REPORT

Wasco-Heppner Secondary Highway, Lone Rock Junction-Rock Creek Section
Prefix 111-1004
Contract 2321

M. L. O'Neil & Son, Contractors
E. F. Chidsey, Resident Engineer

Iten	Cost	Quantity	Unit Cost	Unit Bid	Gross Revenue
Clearing & Grubbing	$25.00	All			$100.00
Trench Excavation	156.80	196 cu. yd.	0.80	1.00	196.00
Excavation, Single Class	4,586.59	25,200 " "	0.18	0.19	4,788.00
Truck Haul	900.00	6,000 yd. mi.	0.15	0.09	540.00
Finishing Roadbed & Slopes	980.60	6.29 Miles	156.00	175.00	1,100.75
Rounding Cutbanks	426.00	7,100 lin. ft.	0.06	0.09	639.00
36" Corr. Iron Pipe	38.50	6 " "	6.42	5.50	33.00
48" " " "	466.36	64 " "	7.29	7.50	480.00
Salvage Culvert Pipe	82.00	164 " "	0.50	0.50	82.00
Pit Run Gravel Surf.	2,914.10	13,312 cu. yd.	0.22	0.20	2,662.40
Haul " "	3,413.40	23,965.5 yd. mi.	0.14	0.10	2,396.55
Sprinkling	932.40	692.3 M-Gal.	1.35	1.50	1,038.45
	$14,921.75				$14,056.15

Total Cost	$14,921.75
Gross Revenue	14,056.15
Net Loss	$865.60

Net Loss Equals 6.2% of Gross Revenue

NOTED
State Highway Engineer

Detail of Cost

Labor:

Supervision (Includes M. L. O'Neil, 2 mos. at $200.00)	$950.00	
Labor	4,504.36	
State Industrial Accident Insurance	151.64	
Social Security & Unemployment Insurance	202.19	
		$5,808.19

Materials:

36" Corr. Iron Pipe	6 lin. ft.	at $4.46	$26.76	
36" " " " Bands	2 each	" 4.25	8.50	
48" " " "	64 lin. ft.	" 6.13	392.32	
48" " " " "	4 each	" 5.71	22.84	
				450.42

Equipment Rental, Supplies & Miscellaneous:

Equipment Rental & Repairs	$6,301.00	
Rented Equipment	200.00	
Gas, Oil and Grease	1,100.00	
Small Tools, Supplies & Misc.	266.02	
Moving In	400.00	
Overhead Expense	115.00	
Bond	140.56	
Home Office	140.56	
		8,663.14
		$14,921.75

Lone Rock Junction-Rock Creek Section

REMARKS:

This contract consisted of the grading and topping of 6.29 miles of roadway. It was bid May 3rd, 1940; work was started June 13th, and finished August 24th, 1940.

With the exception of about 700 cu. yds. of solid rock, the single classification was comprised of loose light material that handled very easily. For the excavation work the contractor brought in 2 RD-8 cats, 1-12 cu. yd. carryall, a dozer, a No. 12 motor patrol and a pull blade. As this contract chiefly consisted of the regrading of old road, considerable resloping was necessary.

The pit run gravel surfacing was performed with 2-14 cu. yd. LeTourneau tournapulls. While operating the pulls averaged about 25 cu. yds. per hour, on an average haul of about 1.8 miles. The pit was located adjacent to the highway and near the middle of the job. The deposit was shallow and contained a little oversize. Although the pit would have proved troublesome for shovel operation, the pulls, however, were able to load without too much trouble, with the assistance of an RD-8 pull cat.

Surfacing operations were first started from the pit and continued to the west end. Since the whole section was on a nearly continuous grade, the steepness of which was as high as 7%, the tournapulls were not able to maintain a speed of much over seven miles per hour, which is less than one-half of the normal speeds on level ground. Towards the latter half ot the operations, the pulls developed transmission trouble, but the contractor, however, was able to finish the job. After the job was finished the contractor turned the pulls back to the equipment dealers when he learned that he would be unable to get replacements for the transmission failure.

The job was bid too low, being $4,315.75 and $7,727.25 respectively under second and third low bids.

E. H. Clymer
Cost Analyst

By . . Henry Jullum

FAS 209-B-1

RECEIVED
SEP 25 1940
FOR FILING

FEDERAL WORKS AGENCY
PUBLIC ROADS ADMINISTRATION
DISTRICT ONE

MONTANA
OREGON
WASHINGTON

POST OFFICE BUILDING
PORTLAND, OREGON

September 9, 1940

Mr. R. H. Baldock
State Highway Engineer
Salem, Oregon

Dear Sir:

Final inspection of Oregon Federal Aid Secondary Project No. FAS 209-B (1), Lone Rock Junction - Rock Creek Section of the Wasco-Heppner Road, was made by a representative of this office on August 29, 1940. Prompt submission of the final voucher will be appreciated.

We have not yet received copies of the contract of M. L. O'Neil & Son, under which the improvement was carried out.

Very truly yours,

W. H. LYNCH
District Engineer

By: LJCaufield
L. J. Caufield
Sr. Highway Engineer

Form E-1—[illegible]

FAS 34-B-1

OREGON STATE HIGHWAY COMMISSION

FIELD ENGINEER'S WEEKLY REPORT

FOR CONSTRUCTION PROJECTS ONLY No. 10 final

For Week Ending August 24, 1940

Section Lone Rock Junction- Rock Creek

Kind of work Grading and surfacing

Highway Wasco - Heppner Secondary

Section prefix 111-1004

Contractor M/ L. O'Neil and Son

Contract number 2321

Date of contract May 3, 1940

Date of completion July 31, 1940

Date work started June 13, 1940

Estimated date of completion August 24, 1940

Amount of contract $ 15,461.75

Per cent of time elapsed 100+ %

Estimated cost of completed project, exclusive of engineering $ 15,461.75

Per cent of contract completed, based on total contract price 100 %

Engineering cost to date, $ 1266.00, 7.5 %

Date project was completed ....., 19...

General information covering progress of work by party and by contractor, important development, instructions to contractors, instructions from Division Engineers, exchanges in personnel of party, etc.:

Work on this project was finished on Saturday of this week. August 24. The Contractor finished the surfacing on Monday and has been finishing slopes and compacting the surfacing all the rest of the week.

NOTED
RAY WEBBER

Signed E H Lindsay

Address LaGrande Oregon

Mail original copy to Salem and duplicate copy to Division Engineer on Saturday of each week, retain triplicate copy for your own file

	GRADING	SURFACING	MAINTENANCE MATERIALS	OIL AND BITUMINOUS MACADAM	PAVING
Miles in project	6.29	6.29			
Miles partially completed					
Miles completed	6.29	6.29			
Total estimated quantities	27,500	12,500			
Estimated quantities moved or placed to date	27,000	13,000			
Average daily quantities					
Average daily quantities necessary to complete project on time					
Number shifts per day	1				
Hours per shift	8				
Average force on project for week	12				

Percentages of men employed on contract to be secured from:

.... County, ...%; .... County, ...%; .... County, ...%; .... County, ...%

	NUMBER USED AND SECURED FROM					CONTRACTOR'S KEY MEN, ETC.	TOTAL
	COUNTY	COUNTY	COUNTY	COUNTY	OTHER SOURCES		
Men							
Men and teams							
Men and trucks under 3 tons							
Men and trucks over 3 tons							
Men and tractors							

Equipment used during week: Shovels ...., Power graders 1, Rollers 1, Mixers ...., Crushing or screening plants ....,

Compressors ...., Bulldozers 1, Sheet-foot rollers 1, - cat and carryall . . . ., ...

	WEATHER	HRS. DELAY	CAUSE OF DELAY
Sunday	Weather clear and hot all week. No lost time.		
Monday			
Tuesday			
Wednesday			
Thursday			
Friday			
Saturday			

STATE PRINTING DEPT.

FAS 209-B-1
(Stencil #28)

RECEIVED
AUG 20 1940

UNITED STATES DEPARTMENT OF AGRICULTURE
BUREAU OF PUBLIC ROADS
DISTRICT No. 1

POST OFFICE BUILDING
PORTLAND, OREGON

IN YOUR REPLY PLEASE
REFER TO FILE NO. Ore. FAS 209-B (1)
Lone Rock Junction-Rock Creek Sec.
Wasco-Heppner Highway

August 15, 1940

Mr. R. H. Baldock
State Highway Engineer
Salem, Oregon

Dear Sir:

We are forwarding herewith two copies of proposed project agreement for signature and return to this office.

Enclosed is an approved copy of the detail estimate, upon which the agreement was based, together with approved copy of specifications.

Very truly yours,

W. H. LYNCH
District Engineer

By L. J. Caufield
L. J. Caufield
Sr. Highway Engineer

Ion

RECEIVED
JUL 31 [illegible]
FOR [illegible]

FAS 209-B-1

July 29, 1940

Mr. W. H. Lynch
District Engineer
Public Roads Administration
P. O. Box 3900
Portland, Oregon

Dear Sir:

Reference is made to your letter of July 26, 1940, concerning the set-up of 1940 Federal Aid Secondary funds available for Projects Nos. FAS 61-A (1) and FAS 209-B (1).

There appears to be $25,060.69 available for the two projects and we are today submitting the project agreement estimate for FAS 61-A (1) requesting that $15,700.00 be applied to that project. This will leave $9,360.00 (even dollars) to be applied on FAS 209-B (1), and it is our suggestion that the Federal Aid funds requested in the agreement estimate be changed to conform to that amount.

Very truly yours,

R. H. BALDOCK
State Highway Engineer

By

J. W. Nash
Asst. Office Engineer

JWN:RR

RECEIVED
JUL 27 1940
OREGON
STATE HIGHWAY COMMISSION

FEDERAL WORKS AGENCY
PUBLIC ROADS ADMINISTRATION
DISTRICT ONE

MONTANA
OREGON
WASHINGTON

POST OFFICE BUILDING
PORTLAND, OREGON

July 26, 1940

Mr. R. H. Baldock
State Highway Engineer
Salem, Oregon

Dear Sir:

Reference is made to Mr. Probert's letter of July 25, 1940, regarding amount of Federal Aid Secondary funds available for the proposed project agreement for Oregon Federal Aid Secondary Project No. FAS 209-B (1), Lone Rock Junction-Rock Creek Section of the Wasco-Heppner Highway.

We wrote you July 23 that we had a free balance of $190.00 of 1940 Federal Aid Secondary funds. This, however, re-examination of our books shows, is available only for roads not on the State System. Instead, we are over-obligated for projects on the State System, which are limited to $86,470.69, 35.176% of the apportionment of $245,823.00.

Obligations for projects on the State System follow:

Proj. No.	Highway	P.S.& E.	Agreement
FAS 27-B(1)	Mist-Clatskanie		16,520.00
FAS 61-A(1)	Warm Springs	17,240.00	
FAS 61-B(1)	Warm Springs		6,720.00
FAS 64-A(1)	Medical Springs		6,250.00
FAS 65-A(1)	Hillsboro-Silverton		21,010.00
FAS 209-B(1)	Wasco-Heppner	9,000.00	
FAS 239-D(1)	Little Butte		10,910.00
	Totals	$26,240.00	$61,410.00
	Grand Total		$87,650.00

Shall we make further reduction in the amount requested for FAS 209-B (1) to cure this situation? We will take no action on the estimate until we hear further from you.

To date we have not received the agreement estimate for FAS 61-A (1) although award of contract was made on April 11.

Very truly yours,

W. H. LYNCH, District Engineer

By LCaufield
L. J. Caufield, Sr. Hwy. Engineer

July 25, 1940

Mr. W. H. Lynch
District Engineer
Public Roads Administration
P. O. Box 3900
Portland, Oregon

Dear Sir:

Reference is made to your letter of July 23, 1940, containing inquiry concerning the Federal Aid funds set up in the agreement estimate for the Lone Rock Junction-Rock Creek Section, Project No. FAS 209-B (1).

It is our suggestion that the set up be reduced to $9,190.00, rather than include a portion of the 1939 FAS funds on the project. The remaining 1939 FAS funds will be absorbed by modifying the agreement of FAS 45-A (1) and the placing of FAS 204 under contract.

The station description on the agreement estimate (Station 331+40) is incorrect and should be corrected to 332+40 as shown on the plans.

Very truly yours,

R. H. BALDOCK
State Highway Engineer

By

S. H. Probert
Office Engineer

Dist. by J. W. Nash/ER

FEDERAL WORKS AGENCY
PUBLIC ROADS ADMINISTRATION
DISTRICT ONE

MONTANA
OREGON
WASHINGTON

POST OFFICE BUILDING
PORTLAND, OREGON

July 23, 1940

Mr. R. H. Baldock
State Highway Engineer
Salem, Oregon

Dear Sir:

Reference is made to proposed agreement estimate dated June 13, 1940, for Oregon Federal Aid Secondary Project 209-B (1), Lone Rock Junction-Rock Creek Section of the Wasco-Heppner Highway, submitted with your letter of July 13, 1940.

This project is listed in the 1940 FAS program. Only $190 is available for the increase in Federal participation of $1,240 requested. There is a free balance under the 1939 program. If you do not intend to use this for FAS 204, a request for the inclusion of FAS 209-B (1) to the 1939 program also as a minor addition might be made. We can then apply these funds to this project. We will make the necessary notations on the estimate now here, or reduce the Federal funds, as you desire. If you care to place the project on the 1939 program, please also request that further 1939 balances which may accrue may be substituted for 1940 funds under the agreement.

There appears to be a typographical error in the estimate where the last exception is shown, beginning at Station 331+40 instead of 332+40 as on the plans. Please confirm and we will make the proper correction.

We will take no action on the estimate until we hear from you.

Very truly yours,

W. H. LYNCH
District Engineer

By LJCaufield
L. J. Caufield
Sr. Highway Engineer

RECEIVED
JUL 1 [illegible] 1940
FOR [illegible]

209-B-1

July 13, 1940

Mr. W. H. Lynch
District Engineer
Public Roads Administration
Post Office Box 3900
Portland, Oregon

Dear Sir:

Herewith are enclosed seven copies of estimate as basis for project agreement for the Lone Rock Junction - Rock Creek Section, Project No. FAS 209-B (1).

Very truly yours,

R. H. BALDOCK
State Highway Engineer

By

S. H. Probert
Office Engineer

Dict. by J. W. Nash/GS

Encl.

Oregon State Highway Department

Federal Aid Secondary
Project No. FAS 209-B (1)

LONE ROCK JUNCTION-ROCK CREEK SECTION
OF THE WASCO-HEPPNER HIGHWAY IN GILLIAM COUNTY

(Estimate as basis for project agreement. Based on low bid prices.)

Salem, Oregon, June 13, 1940

ROADWORK (Sta. 10+00 to 143+83.0) (Sta. 144+83.0 to 150+07.5)
(Sta. 150+97.5 to 205+73.0) (Sta. 206+53.0 to 224+94.7)
(Sta. 225+94.7 to 293+61.0) (Sta. 294+41 to 298+36.6)
(Sta. 299+86.6 to 331+40.0) (Sta. 334+75.0 to 344+62.5)

All Required		Clearing and Grubbing		$ 98.00
150	cu. yds.	Trench Excavation	$ 1.00	150.00
27,200	cu. yds.	Excavation, Single Classif.	.19	5,168.00
7,400	yd. mi.	Truck Haul	.09	666.00
6.17	miles	Finishing Roadbed and Slopes	175.00	1,079.75
13,000	lin. ft.	Rounding Cutbanks	.09	1,170.00
40	lin. ft.	18" Corr. Iron Pipe	2.00	80.00
10	lin. ft.	36" Corr. Iron Pipe	5.50	55.00
70	lin. ft.	48" Corr. Iron Pipe	7.50	525.00
180	lin. ft.	Salvaging Culvert Pipe	.50	90.00
12,200	cu. yds.	Pit-run Gravel Surfacing	.20	2,440.00
25,600	yd. mi.	Hauling Gravel, Truck Measure	.10	2,560.00
970	cu. yds.	Filler	.30	291.00
1,940	yd. mi.	Hauling Filler	.15	291.00
390	M-gal.	Sprinkling	1.50	585.00
			Subtotal	$ 15,248.75
			10% Engr. & Cont.	1,524.87
			Total	$ 16,773.62

Length of Roadway 6.170 miles
Cost per mile $ 2,718.57

FAS Funds Requested- $ 10,240.00
State Funds- 6,533.62

$ 16,773.62

State Funds for Construction: Chap. 175, laws 1917; Chap. 31, laws 1920; Chap. 529, laws 1939
State Funds for Maintenance: Chap. 529, laws 1939

RECEIVED
JUN 26 1940
FOR FILING

FAS 204-B-1

June 26, 1940

M. L. O'NEIL & SON
Jordan Valley, Oregon

Gentlemen:

We are sending you today by express a fully executed copy of Contract No. 2321 which was awarded to you by the State Highway Commission on May 28, 1940, covering the grading and surfacing of the Lone Rock Junction-Rock Creek Section of the Wasco-Heppner Secondary Highway, in Gilliam County.

This copy is for your records and files. We are also sending a copy to the surety on the bond furnished by you.

Very truly yours,

STATE HIGHWAY COMMISSION
By

Secretary

MBL

#2321

May 29, 1940

M. L. O'Neil & Son
Jordan Valley, Oregon

Gentlemen:

We are forwarding to you today, by parcel post, four copies of Contract No. 2321 which was awarded to you by the State Highway Commission on May 28, 1940, for grading and surfacing the Lone Rock Junction-Rock Creek Section of the Wasco-Heppner Secondary Highway, in Gilliam County.

Will you kindly execute all four copies of this contract as to agreement and bond and return them to this office for approval by the Highway Commission. When this is done a fully executed copy of the contract will be returned to you for your records and files. We will also send an executed copy to the surety on your bond.

Your special attention is called to the provision under Section 5 of the General Provisions, page 14, relating to the Workmen's Compensation Act. You are expected to accept the terms of this Act and to carry on your work under this contract in strict conformance thereto.

Your attention is also called to the mimeographed page immediately following page 13 of the mimeographed Special Provisions, relating to the payment by the contractor of amounts due hospital associations, et cetera.

Very truly yours,

STATE HIGHWAY COMMISSION

By

Secretary

JM:AM

REFERRED TO
BY SECRETARY

[illegible]

CLASS OF SERVICE
This is a full-rate Telegram or Cablegram unless its deferred character is indicated by a suitable symbol above or preceding the address.

WESTERN UNION

1201

(51)

R. B. WHITE
PRESIDENT

NEWCOMB CARLTON
CHAIRMAN OF THE BOARD

J. C. WILLEVER
FIRST VICE-PRESIDENT

SYMBOLS
DL=Day Letter
NL=Night Letter
LC=Deferred Cable
NLT=Cable Night Letter
Ship Radiogram

The filing time shown in the date line on telegrams and day letters is STANDARD TIME at point of origin. Time of receipt is STANDARD TIME at point of destination

PRH153 28 SER=PORTLAND ORG 28 348P

MAY 28 PM 3 53

RECEIVED
MAY 29 1940
FOR FILE

R H BALDOCK=

STATE HIGHWAY ENGINEER

THIS WILL CONFIRM OUR VERBAL CONCURRENCE TODAY IN AWARD OREGON FAS 209-B(1), LONE ROCK JUNCTION ROCK CREEK SECTION, TO LOW BIDDER M. L. O'NEIL & SON=

CAUFIELD.

FAS 209-B(1).

THE COMPANY WILL APPRECIATE SUGGESTIONS FROM ITS PATRONS CONCERNING ITS SERVICE

MAY 28, 1940

MR. W. H. LYNCH
DISTRICT ENGINEER
PUBLIC ROADS ADMINISTRATION
POST OFFICE BOX 3900
PORTLAND, OREGON

ALL RIGHTS OF WAY HAVING BEEN ACQUIRED WE REQUEST CONCURRENCE IN AWARD TODAY OF CONTRACT FOR LONE ROCK JUNCTION-ROCK CREEK PROJECT TO M. L. O'NEIL & SON.

R. H. BALDOCK

Charge to the account of ______________________ $______

CLASS OF SERVICE DESIRED	
DOMESTIC	CABLE
TELEGRAM ☒	ORDINARY
DAY LETTER	URGENT RATE
SERIAL	DEFERRED
NIGHT LETTER	NIGHT LETTER
SPECIAL SERVICE	SHIP RADIOGRAM

Patrons should check class of service desired, otherwise the message will be transmitted as a telegram or ordinary cablegram.

WESTERN UNION

1217-B

R. B. WHITE
PRESIDENT

NEWCOMB CARLTON
CHAIRMAN OF THE BOARD

J. C. WILLEVER
FIRST VICE-PRESIDENT

CHECK

ACCOUNTING INFORMATION

TIME FILED

Send the following message, subject to the terms on back hereof, which are hereby agreed to

SALEM, OREGON
MAY 28, 1940

MR. W. H. LYNCH
DISTRICT ENGINEER
PUBLIC ROADS ADMINISTRATION
POST OFFICE BOX 3900
PORTLAND, OREGON

ALL RIGHTS OF WAY HAVING BEEN ACQUIRED WE REQUEST CONCURRENCE IN AWARD TODAY OF CONTRACT FOR LONE ROCK JUNCTION-ROCK CREEK PROJECT TO M. L. O'NEIL & SON.

R. H. BALDOCK

RECEIVED
AUG 21 1940
FOR FILING

[illegible]

May 3, 1940

Mr. W. H. Lynch
District Engineer
Public Roads Administration
Post Office Box 3900
Portland, Oregon

Dear Sir:

All necessary right of way has been acquired for the Lone Rock Junction-Rock Creek Section, Project No. FAS 209-B (1).

Very truly yours,

R. H. BALDOCK
State Highway Engineer

By

S. H. Probert
Office Engineer

Dict. by J. W. Nash/ME

April 17, 1940

Mr. W. H. Lynch
District Engineer
Public Roads Administration
Post Office Box 3900
Portland, Oregon

Dear Sir:

In accord with the request contained in your letter of April 15, 1940, we are sending, under separate cover, one blueprint copy of the title sheet for the Lone Rock-Rock Creek Section, Project No. FAS 209-B (1).

Very truly yours,

R. H. BALDOCK
State Highway Engineer

By

S. H. Probert
Office Engineer

Dict. by J. W. Nash/ME

FEDERAL WORKS AGENCY
PUBLIC ROADS ADMINISTRATION
DISTRICT ONE

MONTANA
OREGON
WASHINGTON

POST OFFICE BUILDING
PORTLAND, OREGON

April 15, 1940.

Mr. R. H. Baldock,
State Highway Engineer,
Salem, Oregon.

Dear Sir:

P.S.& E. documents for Oregon Federal Aid Secondary Highway Project FAS 209-B(1), the Lone Rock-Rock Creek Section of the Wasco-Heppner Highway, have today been recommended for approval by the Commissioner of Public Roads. This is your authority for advertising.

Concurrence in award will be withheld until the right of way has been secured.

In accordance with your telephone request, we have reduced the amount of Federal funds requested to $9000 to avoid overrunning the program balance.

Please furnish an additional copy of the title sheet at your early convenience.

Very truly yours,

W. H. LYNCH
District Engineer

By F E Andrews
F. E. Andrews
Sr. Highway Engineer

April 16, 1940

Mr. W. H. Lynch
District Engineer
Public Roads Administration
P. O. Box 3900
Portland, Oregon

Dear Sir:

We are enclosing herewith seven copies of revised estimate for the Lone Rock Junction-Rock Creek Section, Project No. FAS 209-B (1).

Five bid proposals and five copies of plan sheets numbers 1 and 2 are being sent under separate cover.

These papers have been revised to conform with a change in the source of the surfacing materials, the present plan being to use pit-run gravel from a deposit located adjacent to Station 187+50.

Very truly yours,

R. H. BALDOCK
State Highway Engineer

By

S. H. Probert
Office Engineer

Dict. by J. W. Nash/ER

Encl.

Oregon State Highway Department

Federal Aid Secondary
Project No. FAS 209-B (1)

LONE ROCK JUNCTION-ROCK CREEK SECTION OF THE WASCO-HEPPNER HIGHWAY IN GILLIAM COUNTY

(Estimate to accompany plans and specifications. Not as basis for project agreement.)

Salem, Oregon, April 16, 1940

ROADWORK (Sta. 10+00 to 143+83.0) (Sta. 144+83.0 to 150+07.5)
(Sta. 150+97.5 to 205+73.0) (Sta. 206+53.0 to 224+94.7)
(Sta. 225+94.7 to 293+61.0) (Sta. 294+41 to 298+36.6)
(Sta. 298+36.6 to 331+40.0) (Sta. 334+75.0 to 346+62.5)

All Required		Clearing and Grubbing		$ 80.00
150	cu. yds.	Trench Excavation	$ 1.00	150.00
27,200	cu. yds.	Excavation, Single Classification	0.25	6,800.00
7,400	yd. mi.	Truck Haul	0.12	888.00
6.17	miles	Finishing Roadbed and Slopes	300.00	1,851.00
13,000	lin. ft.	Rounding Cutbanks	0.10	1,300.00
40	lin. ft.	18" Corrugated Iron Pipe	2.00	80.00
10	lin. ft.	36" Corrugated Iron Pipe	5.00	50.00
70	lin. ft.	48" Corrugated Iron Pipe	7.00	490.00
180	lin. ft.	Salvaging Culvert Pipe	1.00	180.00
12,200	cu. yds.	Pit-run Gravel Surfacing	0.30	3,660.00
25,600	yd. mi.	Hauling Gravel, Truck Measure	0.10	2,560.00
970	cu. yds.	Filler	0.40	388.00
1,940	yd. mi.	Hauling Filler	0.15	291.00
390	M-gals.	Sprinkling	1.50	585.00
			Subtotal	$ 19,353.00
			10% Engr. & Cont.	1,935.30
			Total	$ 21,288.30

Length of Roadway 6.170 miles
Cost per Mile $ 3,450.29

FAS Funds Requested- -	$ 9,000.00
State Funds- -	12,288.30
	$ 21,288.30

April 9, 1940

Mr. W. H. Lynch
District Engineer
Public Roads Administration
Post Office Box 3900
Portland, Oregon

Dear Sir:

Herewith are enclosed seven copies of revised estimate to accompany plans and specifications for the Lone Rock-Rock Creek Section, Project No. FAS 209-B (1).

Five sets of blueprint plans are being sent under separate cover.

The work on the sections within the project limits, originally improved under Project No. NRS 209, being of a minor nature, will be performed as State work without Government participation.

Very truly yours,

R. H. BALDOCK
State Highway Engineer

By

S. H. Probert
Office Engineer

Dict. by J. W. Nash/MK

Encl.

Oregon State Highway Department

Federal Aid Secondary
Project No. FAS 209-B (1)

LONE ROCK JUNCTION-ROCK CREEK SECTION

OF THE WASCO-HEPPNER HIGHWAY IN GILLIAM COUNTY

(Estimate to accompany plans and specifications. Not as basis for project agreement.)

Salem, Oregon, April 9, 1940

ROADWORK (Sta. 10+00 to 143+83.0) (Sta. 144+83.0 to 150+07.5)
(Sta. 150+97.5 to 205+73.0) (Sta. 206+53.0 to 224+94.7)
(Sta. 225+34.7 to 293+61.0) (Sta. 294+41 to 298+36.6)
(Sta. 299+36.6 to 331+40.0) (Sta. 334+75.0 to 344+62.5)

All Required		Clearing and Grubbing		$ 80.00
150	cu. yds.	Trench Excavation	$ 1.00	150.00
27,200	cu. yds.	Excavation, Single Classif.	.25	6,800.00
7,400	yd. mi.	Truck Haul	.12	888.00
6.17	miles	Finishing Roadbed and Slopes	300.00	1,851.00
13,000	lin. ft.	Rounding Cutbanks	.10	1,300.00
40	lin. ft.	18" Corr. Iron Pipe	2.00	80.00
10	lin. ft.	36" Corr. Iron Pipe	5.00	50.00
70	lin. ft.	48" Corr. Iron Pipe	7.00	490.00
180	lin. ft.	Salvaging Culvert Pipe	1.00	180.00
12,200	cu. yds.	Talus Rock Surfacing	.30	3,660.00
25,600	yd. mi.	Hauling Talus Rock Surfacing	.10	2,560.00
970	cu. yds.	Filler	.40	388.00
1,940	yd. mi.	Hauling Filler	.15	291.00
390	M-gal.	Sprinkling	1.50	585.00
			Subtotal	$ 19,353.00
			10% Engr. & Cont.	1,935.30
			Total	$ 21,288.30

Length of Roadway 6.170 miles
Cost per mile $ 3,450.29

FAS Funds Requested- -	$ 12,990.00
State Funds- -	8,298.30
	$ 21,288.30

CLASS OF SERVICE

This is a full-rate Telegram or Cablegram unless its deferred character is indicated by a suitable symbol above or preceding the address.

WESTERN UNION

1201

231

R. B. WHITE
PRESIDENT

NEWCOMB CARLTON
CHAIRMAN OF THE BOARD

J. C. WILLEVER
FIRST VICE-PRESIDENT

SYMBOLS

DL = Day Letter
NL = Night Letter
LC = Deferred Cable
NLT = Cable Night Letter
Ship Radiogram

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1940 APR 8 PM 3 12

PRH85 35 DL GOVT=PORTLAND ORG 8 309P

R H BALDOCK=

STATE HIGHWAY ENGINEER :

RE OREGON FAS 209-A (2) WASCO HEPPNER. ADDITIONAL WORK ON APPROACHES BUILT UNDER SECTION A MUST BE DESIGNATED A (2) AND WORK OUTSIDE LIMITS OF ORIGINAL NRS 209-A MUST BE DESIGNATED B (1)=

LYNCH.

FAS 209-A (2) A A (2) NRS 209-A B (1).

THE COMPANY WILL APPRECIATE SUGGESTIONS FROM ITS PATRONS CONCERNING ITS SERVICE

LONE ROCK JUNCTION-ROCK CREEK SECTION

PROJECT NO. FAS 209-B (1)

While negotiations for right of way are in progress, two parcels have not been acquired nor has the right to occupy and use these parcels been secured, but it is now believed that the right of way can be made fully available within 30 days.

R. H. BALDOCK
State Highway Engineer

By

J. W. Nash
Asst. Office Engineer

March 28, 1940

CONTRACT # 2321

FAS 13-B-1 Fir Grove-Albany Sec. 1940
2322 Independence-Albany Co. Rd.

RECEIVED
APR 28 1941
FOR FILING

FBC 11-E-1

April 26, 1941

U. S. FIDELITY & GUARANTY COMPANY
Raymond C. Weise, Local Agent
Dedall Building
Portland, Oregon

Gentlemen:

We have been notified by Richfield Oil Corporation that they have a claim in the amount of $304.38 against A. Milne for material furnished on Contract No. 2322 for surfacing and oiling the Fir Grove-Albany Section of the Independence-Albany County Road, in Benton County.

Inasmuch as you are surety for Mr. Milne on this job we are notifying you of this claim, that you may give it the requisite attention and action.

Very truly yours,

STATE HIGHWAY COMMISSION

By

Secretary

MKL

cc - A. Milne
7253 E. Broadway
Portland, Oregon

NOTED
D. G. DeSart

April 26, 1941

RICHFIELD OIL CORPORATION
901 Harrison Street
Seattle, Washington

Attention R. B. Austin, Division Credit Manager

Gentlemen:

This will acknowledge receipt of your letter of April 23 advising us of your claim, in the amount of $804.18, against A. Milne and his surety, the United States Fidelity and Guaranty Company, for material furnished on Contract No. 2322 for surfacing and oiling the Fir Grove-Albany Section of the Independence-Albany County Road, in Benton County.

This job was accepted by the Commission on October 11, 1940, and, in accordance with Chapter 517, Oregon Laws 1939, copy of which is attached, you should have filed your claim with the Secretary of State within a period of six months from this date of acceptance. There may now be some question as to the validity of your filing at this late date.

Final payment was made to Mr. Milne for this work on December 4, 1940.

Very truly yours,

STATE HIGHWAY COMMISSION

By

Secretary

IHD:mbl

RICHFIELD OIL CORPORATION
NORTHERN DIVISION · 901 HARRISON STREET
SEATTLE · WASHINGTON

April 23, 1941

State Highway Commission
State of Oregon
Salem, Oregon

Gentlemen:

Re: Milne Construction Co.
7253 N. E. Broadway
Portland, Oregon

We have a claim against subject construction company for material purchased in connection with Job Number 2322, SRP Benton County, said claim amounting to $804.18 and we are unable to get any satisfaction from the debtor.

This is a bonded job, having been bonded by United States Fidelity Guarantee Company and we have recently been informed by Mr. Raymond C. Weiss, Agent for that company, that we should file our claim with the State Highway Commission at Salem in connection with this indebtedness.

Would appreciate having you consider this letter as notice of our claim and if it is necessary that it be filed in any other manner, please be so kind as to advise us form and procedure.

Thanking you in advance for your consideration in this matter, we are

Yours very truly,

RICHFIELD OIL CORPORATION

BY: R. B. Austin
Division Credit Manager

EWS/g

RECEIVED
APR 14 1941
FOR FILING

FAS 13-F-1

April 11, 1941

Honorable Earl Snell
Secretary of State
CAPITOL

Dear Sir:

This acknowledges receipt of your letter of April 10, 1941, with copies inclosed of a claim which has been filed by D. E. Nebergall against the bond taken from A. Milne in connection with his contract with the State Highway Commission for construction of the Fir Grove-Albany Section of the Independence-Albany County Road, in Benton County, being contract No. 2322.

In accordance with our usual practice, we are today forwarding copies of the claim to the surety on the bond and to the contractor.

Very truly yours,
STATE HIGHWAY COMMISSION

By

Secretary

HBG:AM

NOTED
D. G. DeSart

April 11, 1941

United States Fidelity & Guaranty Co.
Raymond C. Weiss, Agent
Bedell Building
Portland, Oregon

Gentlemen:

Attached hereto, for your information, is a copy of a claim which has been forwarded to this office by the Secretary of State, said claim in the amount of $230.90 having been filed by Mr. D. E. Hebergall against the bond taken from A. Milne in connection with his contract, No. 2322, with the State Highway Commission for construction of the Fir Grove-Albany Section of the Independence-Albany County Road, in Benton County.

This is being forwarded to you inasmuch as you appear surety on the bond furnished by Mr. Milne in connection with this contract.

Very truly yours,
STATE HIGHWAY COMMISSION

By

Secretary

HBG:AM

cc - Mr. A. Milne
7253 N. E. Broadway
Portland, Oregon

To Earl Snell,
Secretary of State of
the State of Oregon:

NOTICE IS HEREBY GIVEN That the undersigned, D.E. Nebergall, has a claim for material furnished in the sum of $480.90 less the sum of $250.00, being a balance of $230.90, against the bond taken from United States Fidelity and Guaranty Company as surety upon the bond of A. Milne for the work of reconstructing a section of the Independence - Albany county road, Fir Grove - Albany section, being contract No. 2322 of the Highway Commission of the State of Oregon, which was awarded the said A. Milne on June 13, 1940.

That the undersigned furnished 9,618 cubic yards of sub-base rock at 5¢ per cubic yard to the said A. Milne at his special instance and request at the agreed price of 5¢ per cubic yard, making a total of $480.90 and there has been paid thereon the sum of $250.00; that all of said rock was furnished during the year 1940 and the said rock so furnished the said A. Milne was used in the performance of the aforesaid contract; the date of said contract being the 13th day of June, 1940 and the date of said bond accompanying said contract being the 21st day of June, 1940.

That attached hereto and made a part of this notice is a certified copy of said contract and said bond prepared and certified to by the Secretary of the Oregon State Highway Commission on the 8th day of April, 1941.

Dated this 8th day of April, A. D. 1941.

D. E. NEBERGALL

Endorsed: File No. 2981
Filed April 9, 1941
EARL SNELL
Secretary of State

The certified copy of the contract and bond referred to above, is on file with the original notice in the office of the secretary of state.

EARL SNELL
SECRETARY OF STATE
SALEM, OREGON

April 10, 1941

Oregon State Highway Commission
Salem, Oregon

Gentlemen: Attention Mr. H.B. Glaisyer

There are enclosed for your information and files, three copies of a notice of claim by [illegible] for $230.90 against the bond taken from A. Miller for work on the Independence-Albany county road, contract No. [illegible], which was received from [illegible] McMahan, Albany, and filed in this office on April [illegible]th.

In accordance with your suggestion, a certified copy of the contract and bond has been filed with the original notice in this office and notation to that effect has been made on the enclosed copies.

Please acknowledge receipt of the copies in order to complete our files.

Very truly yours,

Earl Snell
Secretary of State

[illegible]
enc. 3

RECEIVED
MAY 15 1941
FOR FILING

FAS-13 B-1

April 8, 1941

Mr. D. E. Nebergall
Albany, Oregon

Dear Mr. Nebergall:

This is to acknowledge receipt of your letter of April 8, 1941, advising us of your claim in the amount of $230.90 against A. Milne, representing the balance due you for some 9,618 cubic yards of sub-base rock sold to Mr. Milne for use in connection with his contract with the State Highway Commission for the surfacing and oiling of the Fir Grove-Albany Section of the Independence-Albany County Road, in Benton County, state highway contract No. 2322. This also acknowledges the affidavit inclosed in your letter requesting a certified copy of the above-mentioned contract and bond furnished in connection therewith.

The certified copy of the contract and bond is attached hereto.

I wish to call your attention to the fact that the state law requires that claims against contractors be filed with the Secretary of State prior to the expiration of a period of six months from date of completion of the project and acceptance of the same by the State Highway Commission. This six-months' period will expire on Friday of this week, April 11, 1941. A mimeographed copy of the said law is attached for your further information.

Complying with our usual practice, I am today bringing your claim to the attention of the United States Fidelity & Guaranty Company, surety on the bond furnished by Mr. Milne in connection with this job. The agent for the bonding company is Raymond C. Weiss whose offices are in the Bedell Building, Portland. I am also notifying Mr. Milne that your claim has been filed in this office.

Very truly yours,

HBG:AM

Secretary

NOTED
D. G. DeSart

April 8, 1941

United States Fidelity & Guaranty Co.
Raymond C. Weiss, Agent
Bedell Building
Portland, Oregon

Gentlemen:

This is to advise you that D. E. Nebergall has filed a claim in the amount of $230.90 against A. Milne, representing the balance due for some 9,618 cubic yards of sub-base rock sold to Mr. Milne for use in connection with his contract with the State Highway Commission for surfacing and oiling the Fir Grove-Albany Section of the Independence-Albany County Road, in Benton County, state highway contract No. 2322.

This information is given you inasmuch as you appear surety on the bond furnished by Mr. Milne in connection with the above-mentioned contract.

Very truly yours,

Secretary

HBG:AM

cc - Mr. A. Milne
7253 N. E. Broadway
Portland, Oregon

Albany, Oregon
April 8, 1941

Secretary of State Highway Commission,
Salem, Oregon.

Dear Sir:

The undersigned hereby makes application for a certified copy of the contract and bond covering the Albany - Fir Grove Highway Contract entered into between the State of Oregon by and through its Highway Commission and A. Milne Construction Company, 7253 N.E. Broadway, Portland, Oregon, and as a part of this application there is attached hereto and hereby referred to an affidavit of the undersigned applicant.

The basis of this application is on account of the reason that the applicant furnished 9,618 cubic yards of sub-base rock at 5¢ per cubic yard, amounting to $480.90 to the said A. Milne Construction Co. for the purpose of performing said contract and said material was used by the said A. Milne Construction Co. in the performance of said contract and the same has not been paid for except the sum of $250.00, leaving a balance in the sum of $230.90.

D. E. Nebergall

ANSWERED
H. B. GLAISYER

D. G. DeSart

STATE OF OREGON)
) ss.
County of Linn)

I, D. E. NEBERGALL, being first duly sworn, on oath, do depose and say:

That I am a resident and inhabitant of Linn County, Oregon.

That I furnished 9,618 cubic yards of sub-base rock at 5¢ per cubic yard, or a total amount of $480.90 to A. Milne Construction Co., the contractor having charge of and performing the contract on what is known as the Albany-Fir Grove Highway Contract.

That the said material so furnished the said A. Milne Construction Co. has not been paid for except the sum of $250.00 and there is a balance due of $230.90.

That I make this affidavit for the purpose of obtaining a certified copy of the contract and bond covering said work and for the further purpose so that I may give the notice required by the statute before commencing action against the said A. Milne Construction Co.

D.E. Nebergall

Subscribed and sworn to before me this 8th day of April, A.D. 1941.

Q.K. McMahan
Notary Public for Oregon
My Commission Expires: July 28th 1942

D. G. DeSart

RECEIVED
FOR

FEDERAL WORKS AGENCY
PUBLIC ROADS ADMINISTRATION

UNITED STATES DEPARTMENT OF AGRICULTURE
BUREAU OF PUBLIC ROADS
DISTRICT No. 1

POST OFFICE BUILDING
PORTLAND, OREGON

IN YOUR REPLY PLEASE REFER TO FILE No.
Stencil No. 124
Oregon FAS 13-B (1)
Fir Grove-Albany Sec.
Independence-Albany Road

January 23, 1941

FAS 13-B-1

Mr. R. H. Baldock
State Highway Engineer
Salem, Oregon

Dear Sir:

We are forwarding herewith, for your files, an executed copy of the ____________ project agreement and certificate for the above numbered project.

Very truly yours,

W. H. LYNCH
District Engineer

By LJCaufield
L. J. Caufield
Sr. Highway Engineer

Encls.

Jon

NOTED
D. G. DeSart

Wa4pr-8924

Form P. R. 2

State Oregon

Project No. FAS 13-B(1)

Federal Aid Secondary

PROJECT AGREEMENT

MEMORANDUM OF AGREEMENT made this 18th day of December, 1940

by and between The Oregon State Highway Commission, constituting

for the purpose hereof, the Highway Department of the State of Oregon hereinafter called the Highway Department, and the Federal Works Administrator, hereinafter called the Administrator, under and pursuant to the provisions of the act of Congress approved July 11, 1916 (39 Stat., 355), entitled "An Act to provide that the United States shall aid the States in the construction of rural post roads, and for other purposes," and of the act approved November 9, 1921 (42 Stat., 212), entitled "An Act to amend the Act entitled 'An Act to provide that the United States shall aid the States in the construction of rural post roads, and for other purposes,' approved July 11, 1916, as amended and supplemented, and for other purposes," and acts amendatory thereof or supplementary thereto; particularly Section 7 of the Act approved June 16, 1936, 49 Stat. 1521 (Public No. 686, 74th Congress);

Whereas the Highway Department of said State submitted on the 8th day of May, 1940, a revised project statement, which was approved on the 6th day of June, 1940, for the proposed construction of a project consisting of the road hereinafter described; and

Whereas the Highway Department, in accordance with the rules and regulations promulgated for the administration of the Federal Highway Act, has furnished surveys, plans, specifications, and estimates for Section B(1) of said project which were recommended for approval by the District Engineer of the Public Roads Administration on the 28th day of May 1940; and

Whereas the Administrator has certified to the Secretary of the Treasury his approval of said surveys, plans, specifications, and estimates, and the sum of fifteen thousand, nine hundred fifty and 00/100 dollars ($15,950.00) as the share of the United States payable under said act on account of Section B(1) of said project, which does not exceed the authorized Federal pro rata share of th approved total estimated cost thereof:

Now, therefore, in consideration of the premises and of the several promises to be faithfully performed by each, as hereinafter set forth, the Highway Department and the Administrator do hereby mutually agree as follows:

NOTED
D. G. DeSart

FUNDS AT THE DISPOSAL OF THE HIGHWAY DEPARTMENT

ARTICLE I. Funds for the use of the Highway Department in the construction of said project have been made available in the following manner, to wit:

(a) By the State from Chap. 175, laws 1917; Chap. 31, laws 1920; Chap. 529, laws 1939. (Include date and citation of act of legislature by which authorized)

(b) From other sources

(State how placed under direct control of Highway Department)

ROAD EMBRACED IN PROJECT

ARTICLE II. This agreement covers the following highway as described in detail in said surveys, plans, and specifications:

Between survey station 0+34 at the junction with F.A. Route 10 in Sec. 6, T. 11 S., R. 3 W., W. M., and survey station 230+62.1 in Sec. 24, T. 10 S., R. 4 W., W.M., with a "Y" connection survey stations 0+22 to 1+73

, length 4.389 miles, in Benton County, being Section B(1) of Oregon Federal Aid Secondary project No. FAS 13, consisting of 4.389 miles of roadway and no bridges, ~~each~~ of more than 20 feet clear span, ~~of a mile in length~~.

16—11379 GPO

D. G. DeSart

CHARACTER AND METHOD OF CONSTRUCTION

Article III. The Highway Department will construct or cause to be constructed to final completion said project, in strict compliance with said plans and specifications, which are made a part hereof, under its direct supervision, which shall include adequate inspection throughout the course of construction, subject at all times to inspection and approval by the Administrator or his agents, and in accordance with the laws of said State, the rules and regulations of the Administrator, and the following conditions:

(*a*) It is agreed that the construction work on the project shall be performed by contract, unless the performance thereof by force account shall be approved by the Administrator or his authorized representatives. Such construction work as may be performed by force account shall be paid for on the basis of the units of work performed at the unit prices set forth in the estimate as approved by the Administrator, except that where the total actual cost is ascertained to be less than the estimate so approved the total Federal payments shall not exceed the Federal pro rata share of such total actual cost.

NOTED
D. G. DeSart

UNITED STATES PRO RATA SHARE OF THE COST OF SAID PROJECT

ARTICLE IV. The United States pro rata share of the value of the labor and materials which shall be actually put into the construction of Section B(1) of said project shall not in any event exceed the sum of fifteen thousand, nine hundred fifty and 00/100 dollars ($ 15,950.00), certified to the Secretary of the Treasury as above mentioned, which does not exceed the authorized Federal pro rata share of twenty-six thousand, one hundred forty-four and 20/100 dollars ($ 26,144.20), the approved total estimated cost of Section B(1) of said project.

PAYMENTS

ARTICLE V. As the construction of said project progresses, the Administrator shall from time to time draw warrants on the Secretary of the Treasury for the payment to State Treasurer

(Official or depository)

hereby designated by the Highway Department for that purpose and authorized under the laws of said State to receive public funds of the State of Oregon (Name) of such sums as shall not, together with previous payments, exceed the United States pro rata share, as above specified, of the value, as determined by the Administrator after inspection and approval, of the labor and materials which have actually been put into said construction work in compliance with the requirements of Article III hereof.

The Administrator reserves the right to withhold such sum as he may deem necessary to insure completion of construction in compliance with said plans and specifications.

MAINTENANCE OF PROJECT

ARTICLE VI. The Highway Department will maintain said project in compliance with said acts of July 11, 1916, and November 9, 1921, out of funds which have been or will be made available therefor by said State in the manner herein set forth, to wit: Chap. 529, laws 1939.

(Include reference to statute authorizing funds and probable amount annually available)

The Highway Department will use every means within its power to insure proper and permanent maintenance of said project, and to that end will provide for the constant making of needed repairs to preserve a smooth-surfaced highway.

NOTED
D. G. DeSart

Showing of authority of the Highway Department to execute agreements will be found in the agreement for project No. 112.

In witness whereof the parties have hereunto affixed their signatures, the Highway Department on the day and year first above written and the Administrator on the ________ day of JAN 3 1941, 19__

OREGON STATE HIGHWAY COMMISSION
(Official title of Highway Department)

By Henry F Cabell
Chairman, State Highway Commission
(Title of officer)

By [illegible] McClung
Member, State Highway Commission
(Title of officer)

By ________
Member, State Highway Commission
(Title of officer)

By ________
____
(Title of officer)

By ________
____
(Title of officer)

FEDERAL WORKS ADMINISTRATOR,

By H. J. O'Leary
Acting Commissioner of Public Roads.

NOTED
D. G. DeSart

Form PR. 3—Revised

FEDERAL WORKS AGENCY
PUBLIC ROADS ADMINISTRATION

CERTIFICATE OF APPROVAL OF PLANS, SPECIFICATIONS, AND ESTIMATES

(Under "An Act to provide that the United States shall aid the States in the construction of rural roads, and for other purposes," approved July 11, 1916, and acts amendatory thereof and supplementary thereto.)

To

The Secretary of the Treasury, and

The State Highway Department of the State of Oregon

Pursuant to the acts above cited, I hereby certify—

First. That in accordance with the provisions of said acts, I have approved the plans, specifications, and estimates submitted by the State Highway Department of the State of Oregon for the construction of a highway designated in the records of this Agency as Federal Aid Secondary Project No. FAS 13-B(1) State of Oregon

Second. That in accordance with said provisions I have approved the sum of $ 26,144.20 as the total estimated cost of said project, and the sum of $ 15,950.00 as the share of the United States, payable under said acts on account of such project, which does not exceed the authorized Federal pro rata share of said total estimated cost.

Done at the city of Washington, this .... day of JAN 3 1941
one thousand nine hundred and ....

Federal Works Administrator,

By H. J. O'Leary
Acting Commissioner of Public Roads.

U. S. GOVERNMENT PRINTING OFFICE 16—10120

JAN 20 1941

NOTED
D. G. DeSart

FAS 13-B-1

RECEIVED
DEC 10 1940
FOR FILE

FEDERAL WORKS AGENCY
PUBLIC ROADS ADMINISTRATION
DISTRICT ONE

MONTANA
OREGON
WASHINGTON

POST OFFICE BUILDING
PORTLAND, OREGON

December 7, 1940

Mr. R. H. Baldock
State Highway Engineer
Salem, Oregon

Dear Sir:

Final inspection of Oregon FAS 13-B (1), Fir Grove-Albany Section of the Independence-Albany County Road, was made by a representative of this office on November 25, 1940.

Prompt submission of the final voucher will be appreciated after return of the proposed project agreement sent you in duplicate for signature on November 26, 1940.

Very truly yours,

W. H. LYNCH
District Engineer

By L. J. Caufield
L. J. Caufield
Sr. Highway Engineer

Tro

NOTED
D. G. DeSart

T 13-13-1

November 13, 1940

United States Fidelity & Guaranty Company
Raymond C. Weiss, Agent
Bedell Building
Portland, Oregon

Gentlemen:

You are hereby notified that State Highway Contract No. 2322, for surfacing and oiling the Fir Grove-Albany Section of the Independence-Albany County Road, in Benton County, has been completed by the contractor, A. Milne, and that final settlement will be made by the state with said contractor for work done under said contract on or after November 23, 1940.

The state is not advised of any unpaid claims for labor or materials, or of the existence of any claims, debts, dues, or demands incurred in the performance of such work and remaining unsatisfied, and you are advised that the state assumes no responsibility for any such claims should there be any.

This notice is served upon you since you appear as surety on the bond furnished by the above contractor. Kindly acknowledge receipt of this letter.

For your information we wish to advise that the total amount paid the contractor in connection with this contract will be $24,712.17, including final payment, of which $159.41 is for force account work.

Very truly yours,

STATE HIGHWAY COMMISSION

By

DD:AM

Secretary

NOTED
D. G. DeSart

1= 15-P-1

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R.H.Baldock

November 4th, 1940

NOTED
State Highway Engineer

COST ANALYSIS-FINAL REPORT
Fir Grove-Albany
Independence-Albany County Road in Benton County

Contract 2322
A. Milne, Contractor

Prefix 202-1008
F. S. Walters, Resident Engineer

Description	Cost	Quantity	Unit Cost	Unit Bid	Gross Revenue
Roadbed Finishing	$440.41	2.35 Miles	$187.40	$600.00	$1,410.00
3"-0" Mat'l in Subbase	6,426.10	9,618 cu. yd.	0.67	0.90	8,656.20
1¼"-0" " " Base	3,936.58	3,104 " "	1.26	1.35	4,190.40
Filler	299.68	598 " "	0.50	0.60	358.80
" Haul	221.17	1,778 yd. mi.	0.12	0.15	266.70
Sprinkling	910.00	837 M-Gal.	1.09	1.25	1,046.25
Preparation of Base	431.20	4.38 Mi.	98.40	100.00	438.00
Min. Agg. in Place	3,384.19	1,601 cu. yd.	2.11	2.50	4,002.50
RC-3 in Seal	794.28	48.77 Ton	16.28	16.50	804.71
RC-2 in Binder	1,600.29	79.76 "	20.06	20.00	1,595.20
151-200 Asphalt	1,796.84	89.20 "	20.15	20.00	1,784.00
Force Account	156.37				159.41
	$20,397.11				$24,712.17

Gross Revenue	$24,712.17
Total Cost	20,397.11
Net Profit	$4,315.06

Net Profit Equals 17.5% of Gross Revenue

Fir Grove-Albany

Detail of Cost

Labor:

Supervision		$548.33	
Labor		4,951.61	
State Industrial Accident Insurance		275.00	
Unemployment Insurance		220.00	
Social Security		55.00	
			$6,049.94

Materials:

Royalty	9,618 cu. yd. at $0.05	$480.90	
* 1¼" - 0"	3,104 " " " 0.65	2,017.60	
* Mineral Aggregate	1,601 " " " 0.85	1,360.85	
RC-3	48.77 Ton at 11.70	571.20	
151-200 Asphalt	89.20 " " 14.90	1,329.08	
RC-2	79.76 " " 15.40	1,228.30	
Demurrage		4.40	
			6,992.33

Equipment Rental, Small Tools & Misc. Supplies:

Equipment Rental	$3,371.50	
Small Tools, Misc. Supplies Etc.	1,635.53	
Gas, Oil and Grease	1,360.13	
Main Office Expense	750.00	
Bond	237.68	
		7,354.84
Total		$20,397.11

* F.O.B. Truck at Commercial Plant in Albany.

Fir Grove-Albany

REMARKS:

This contract was bid and awarded June 13, 1940. Work was started June 29th, and the job was completed September 30th.

The 3"-0" pit run materials for subbase were secured from a bar on the Nebergall property, from which the average haul was 2.65 miles. A ½ cu. yd. shovel, 10-ton roller, power blade and 6 cu. yd. trucks were used. The hauling road was good, and there was little traffic. The average production was 64 cu. yds. per hour.

The 1½"-0" crushed base rock and oil rock was purchased from a commercial plant in Albany.

Oiling costs are high due to delays caused by rain.

A good profit was made on this contract due to good prices and efficient management.

E. H. Clymer
Cost Analyst

By . . J. D. Nelson

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FAS 13-B(1)

November 2, 1940

Mr. W. H. Lynch
District Engineer
Public Roads Administration
P. O. Box 3900
Portland, Oregon

Dear Sir:

Herewith are enclosed seven copies of estimate as basis for project agreement for the Fir Grove-Albany Section, Project No. FA 13-B (1).

Very truly yours,

R. H. BALDOCK
Chief Engineer

By

S. H. Probert
Office Engineer

Dict. by J. W. Nash/ER

Encl.

Oregon State Highway Department

Federal Aid Project
No. FAS 13-B (1)

FIR GROVE-ALBANY SECTION OF THE

INDEPENDENCE-ALBANY ROAD IN BENTON COUNTY

(Estimate as basis for project agreement. Based on low bid prices.)

Salem, Oregon, August 22, 1940

2.35	miles	Roadbed Finishing	$600.00	$ 1,410.00
9,300	cu. yds.	3" - 0" Materials in Subbase	0.90	8,370.00
3,700	cu. yds.	1½" - 0" Material in Base	1.35	4,995.00
200	cu. yds.	Filler	0.60	120.00
200	yd. mi.	Hauling Filler	0.15	30.00
170	M-gals.	Sprinkling	1.25	212.50
4.38	miles	Preparation of Base	100.00	438.00
1,600	cu. yds.	Mineral Aggregate in Place	2.50	4,000.00
48	tons	Emulsified or RC-3 Asphalt in Seal Coat	16.50	792.00
80	tons	RC-2 Asphalt in Binder Course	20.00	1,600.00
90	tons	Asphalt in Place	20.00	1,800.00
		Subtotal		$23,767.50
		10% Engr. & Cont.		2,376.75
		Total		$26,144.25

Length of Roadway	4.381 miles
Length of Bridge	0.008 miles
Total Length	4.389 miles
Cost per Mile	$5,956.75

Note: Oiling is to be constructed across bridges

FAS Funds Requested- -	$15,950.00
State Funds- -	10,194.25
	$26,144.25

State Funds for Construction: Chap. 175, laws 1917; Chap. 31, laws 1920;
Chap. 529, laws 1939
State Funds for Maintenance: Chap. 529, laws 1939

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Fls B-E-1

October 14, 1940

United States Fidelity & Guaranty Co.
Raymond C. Weiss, Agent
Bedell Building
Portland, Oregon

Gentlemen:

You are advised that it is the intention of the State Highway Commission to make semi-final payment to A. Milne on Contract No. 2322, Fir Grove-Albany Section of the Independence-Albany County Road, in Benton County. This payment will be made on or after October 24, 1940.

Kindly acknowledge receipt of this letter.

Very truly yours,

STATE HIGHWAY COMMISSION

BY

DD:AM SECRETARY

NOTED
D. G. DeSart

Form E-1—5M—9-39

OREGON STATE HIGHWAY COMMISSION

FIELD ENGINEER'S WEEKLY REPORT

FOR CONSTRUCTION PROJECTS ONLY

For Week Ending Oct/ 5, 1940, 19

Section Fir Grove-Albany

Kind of work Surfacing & Oiling

Highway Independence Albany Co. Road.

Section prefix 202-1008

Contractor A.Milne

Contract number 2322

Date of contract June 15, 1940, 19

Date of completion Sept. 30, 1940, 19

Date work started June 29, 1940, 19

Estimated date of completion , 19

Amount of contract $23,767.50

Per cent of time elapsed 100 %

Estimated cost of completed project, exclusive of engineering $24,717.57

Per cent of contract completed, based on total contract price 100 %

Engineering cost to date, $1225.00, 4.95 %

Date project was completed Sept. 30, 1940, 19

General information covering progress of work by party and by contractor, important development, instructions to contractors, instructions from Division Engineers, exchanges in personnel of party, etc.:

FINAL REPORT.

Contractor completed job and was accepted Sept. 30. Final work dressing surface. Mat not properly cured owing to the fact that bad weather set in immediately after last seal. Mr. Eason over job Monday. Took County Court out for inspection Thursday. This job will need some attention when warm weather sets in again.

Semi-Final estimate completed and sent in.

H. N. HACKETT

RAY WEBBER

H. D. SMITH

Signed Samuel J Wallis

Address Box 62, Corvallis

Mail original copy to Salem and duplicate copy to Division Engineer on Saturday of each week, retain triplicate copy for your own file

	GRADING	SURFACING	MAINTENANCE MATERIALS	OIL AND BITUMINOUS MACADAM	PAVING
Miles in project		4.38		4.38	
Miles partially completed		4.38		4.38	
Miles completed		4.38		4.38	
Total estimated quantities		13,200		1600	
Estimated quantities moved or placed to date		13,320		1601	
Average daily quantities					
Average daily quantities necessary to complete project on time					
Number shifts per day					
Hours per shift					
Average force on project for week					

Percentages of men employed on contract to be secured from:

.... County, ...%; .... County, ...%; .... County, ...%; .... County, ...%

	NUMBER USED AND SECURED FROM					CONTRACTOR'S KEY MEN, ETC.	TOTAL
	COUNTY	COUNTY	COUNTY	COUNTY	OTHER SOURCES		
Men							
Men and teams							
Men and trucks under 3 tons							
Men and trucks over 3 tons							
Men and tractors							

Equipment used during week: Shovels ...., Power graders ...., Rollers ...., Mixers ...., Crushing or screening plants ....,

Compressors ...., Bulldozers ...., Sheet-foot rollers ...., ..., ..., ...

	WEATHER	HRS. DELAY	CAUSE OF DELAY
Sunday			
Monday			
Tuesday			
Wednesday			
Thursday			
Friday			
Saturday			

STATE PRINTING DEPT.

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LAS P-P-1

July 1, 1940

Mr. A. Milne
7253 N. E. Broadway
Portland, Oregon

Dear Sir:

We are sending you today by express a fully executed copy of each of the following contracts which were awarded to you by the State Highway Commission on June 13 and 14, respectively:

Fir Grove-Albany Section of the Independence-Albany County Road - surfacing and oiling.

Elsie-Sunset Tunnel Section of the Wolf Creek Highway - surfacing and oiling.

These copies are for your records and files. We are also sending a copy to the surety on your bond.

Very truly yours,

STATE HIGHWAY COMMISSION
By

Secretary

DOD:MEL

COMMISSIONERS
HENRY F. CABELL, CHAIRMAN, PORTLAND
E. B. ALDRICH, PENDLETON
HURON W. CLOUGH, CANYONVILLE
H. B. GLAISYER, SECRETARY

R. H. BALDOCK
STATE HIGHWAY ENGINEER
SALEM
C. B. McCULLOUGH
ASSISTANT STATE HIGHWAY ENGINEER
SALEM

OREGON STATE HIGHWAY COMMISSION
SALEM

IN REPLY PLEASE REFER TO FILE NO.

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FAS 13-B-1

June 20, 1940

Mr. W. H. Lynch
District Engineer
Public Roads Administration
Post Office Box 3900
Portland, Oregon

Attention: Mr. T. M. Davis

Dear Sir:

We are enclosing herewith three copies of maintenance agreement executed by the County Court of Benton County and the State Highway Commission, in which Benton County agrees to maintain a section of the Albany-Buena Vista-Independence Road, from the Albany-Corvallis State Highway to a point near the Fir Grove School, a distance of 4.368 miles. This is Project FAS 13-B (1).

There are also enclosed three copies of a special agreement, by and between the County Court of Benton County and the State Highway Commission, relative to obligations of the county and obligations of the State; also, three copies of an encroachment resolution for the herein named project, executed by the Benton County Court.

Very truly yours,

R. H. BALDOCK
State Highway Engineer

By Oscar Cutler

Oscar Cutler
Asst. Office Engineer

OC:MK

Encl.

cc Mr. J. W. Nash ✓

Fron

RECEIVED
JUN 20 1940
FOR FILING

FAS 13-B-1

June 18, 1940

Mr. A. Milne
7253 N. E. Broadway
Portland, Oregon

Dear Sir:

We are sending you today by express four copies of Contract No. 2322 which was awarded to you by the State Highway Commission on June 13, 1940, covering the surfacing and oiling of the Fir Grove-Albany Section of the Independence-Albany County Road, in Benton County.

Kindly execute all four copies of this contract as to agreement and bond and return them to this office for approval by the State Highway Commission. When this has been done a fully executed copy will be returned to you for your records and files. We will also send an executed copy to the surety on your bond.

Your special attention is called to the paragraph under Section 5 (page 14) of the printed General Provisions, relating to the Workmen's Compensation Act. You will be expected to accept the terms of this Act and to carry on your work under this contract in strict conformance thereto.

Your attention is also called to the mimeographed page immediately preceding the colored pages, relating to payment by the contractor of amounts due hospital associations, etc.

Very truly yours,

STATE HIGHWAY COMMISSION
By

Secretary

MBL

FAS 13-A-1

June 14, 1940

Mr. A. Milne
7253 N. E. Broadway
Portland, Oregon

Gentlemen:

The State Highway Commission on June 13, 1940, awarded you the contract for 4.38 miles surfacing and oiling on the Fir Grove-Albany Section of the Independence-Albany County Road, in Benton County. This award was based on your low bid of $23,767.50 using asphalt, submitted on that date.

Contract forms will be sent to you for execution within the next few days.

Very truly yours,

Secretary

AM

cc - Mr. S. H. Probert
Mr. G. S. Paxson

FAS 13-B-1

FEDERAL WORKS AGENCY
PUBLIC ROADS ADMINISTRATION
DISTRICT ONE

MONTANA
OREGON
WASHINGTON

POST OFFICE BUILDING
PORTLAND, OREGON

June 13, 1940

Mr. R. H. Baldock
State Highway Engineer
Salem, Oregon

Dear Sir:

This is to confirm our verbal concurrence in award of contract, as of this date, for Oregon Federal Aid Secondary Project No. FAS 13-B (1), Fir Grove-Albany Section of the Independence-Albany County Road, to A. Milne, Portland, Oregon, who submitted the low bid on the basis of using asphalt.

Very truly yours,
WHLynch
W. H. LYNCH
District Engineer

FEDERAL WORKS AGENCY
PUBLIC ROADS ADMINISTRATION
DISTRICT ONE

MONTANA
OREGON
WASHINGTON

POST OFFICE BUILDING
PORTLAND, OREGON

May 28, 1940

Mr. R. H. Baldock
State Highway Engineer
Salem, Oregon

Dear Sir:

P.S.& E. documents for Oregon Federal Aid Secondary Project No. FAS 13-B (1), the Fir Grove-Albany Section of the Independence-Albany Road, have today been recommended for approval, subject to final review and approval by the Commissioner of Public Roads. This is your authority to advertise for bids.

Concurrence in award of contract will be withheld pending approval of the project statement.

We have reduced Federal participation requested by the State to $14,916.00 in the Memorandum for the Division of Control to avoid overprogramming. The amount will be increased when funds become available.

Very truly yours,

W. H. LYNCH
District Engineer

By L J Caufield
L. J. Caufield
Sr. Highway Engineer

FAS 13-B-1

May 27, 1940

Mr. W. H. Lynch
District Engineer
Public Roads Administration
Post Office Box 3900
Portland, Oregon

Dear Sir:

This is to advise that reflectorized advance warning signs and reflectorized cross-buck signs will be installed at the grade crossing at Station 25+60 of the Fir Grove-Albany Section, Project FAS 13-B (1), before completion of the proposed grading and oiling work on that section.

Very truly yours,

R. H. BALDOCK
State Highway Engineer

By

S. H. Probert
Office Engineer

SHP:MK

Fir Grove - Albany

May 10, 1940

Mr. W. H. Lynch
District Engineer
Public Roads Administration
P. O. Box 3900
Portland, Oregon

Dear Sir:

We are enclosing herewith seven copies of estimate and three copies of right of way statement for the ~~Prineville Section, Project No. FI 43-A(2).~~ Fir Grove - Albany FAS 13-B(1)

Five bid proposals and five sets of blueprint plans are being sent under separate cover.

Very truly yours,

R. H. BALDOCK
State Highway Engineer

By

S. H. Probert
Office Engineer

Dict. by J. W. Nash/PO

Encl.

Oregon State Highway Department Federal Aid Project No. FAS 13-B(1)

FIR GROVE-ALBANY SECTION OF THE

INDEPENDENCE-ALBANY ROAD IN BENTON COUNTY

(Estimate to accompany plans and specifications. Not as basis for project agreement.)

Salem, Oregon, May 11, 1940

2.35	miles	Roadbed Finishing	$ 200.00	$ 470.00
9,300	cu. yds.	3" - 0" Materials in Subbase	.90	8,370.00
3,700	cu. yds.	1¼" - 0" Material in Base	1.60	5,920.00
200	cu. yds.	Filler	.40	80.00
200	yd. mi.	Hauling Filler	.15	30.00
170	M-gal.	Sprinkling	1.50	255.00
4.38	miles	Preparation of Base	100.00	438.00
1,600	cu. yds.	Mineral Aggregate in Place	2.50	4,000.00
48	tons	Emulsified or RC-3 Asphalt in Seal Coat	20.00	960.00
80	tons	RC-2 Asphalt in Binder Course	20.00	1,600.00
90	tons	Asphalt in Place	23.00	2,070.00
94	tons	Light Tar in Binder Course	17.00	(Alternate)
106	tons	Heavy Tar in Place	20.00	(Alternate)
			Subtotal	$ 24,193.00
			10% Engr. & Cont.	2,419.30
			Total	$ 26,612.30

Length of Roadway	4.381 miles
Length of Bridges	.008 mile
Total Length	4.389 miles
Cost per mile	$ 6,063.40

Note: Oiling is to be constructed across bridges

FAS Funds Requested- -	$ 16,240.00
State Funds- -	10,372.30
	$ 26,612.30

FIR GROVE-ALBANY SECTION

PROJECT NO. FAS 13-B (1)

All necessary right of way has been acquired for this project.

R. H. BALDOCK
State Highway Engineer

By

S. H. Probert
Office Engineer

May 11, 1940

102-G

FAS 193

April 25, 1940

Hon. County Court of Benton County
Corvallis, Oregon

Gentlemen:

Will you please advise me whether or not the county is ready to proceed with the grading of the North Albany-Buena Vista Road. This section, under agreement between the county and the State, is to be graded by the county and surfaced and oiled by the State.

I believe that I was advised by the court that you would be ready to start grading about May 1, and, if this is the case, we would like to have a few days time in which to set grade stakes before the work is started.

Very truly yours,

R. H. BALDOCK
State Highway Engineer

By

Oscar Cutler
Asst. Office Engineer

OC:MB

S-23-4 C

113

AGREEMENT BY MUNICIPALITY OR POLITICAL SUBDIVISION TO MAINTAIN HIGHWAYS IMPROVED UNDER THE FEDERAL AID ROAD ACT AND ACTS AMENDATORY THEREOF AND SUPPLEMENTARY THERETO

4-9-40

The County of Benton (municipality or political subdivision), State of Oregon, hereinafter referred to as the County, and the Oregon State Highway Commission (State highway organization), hereinafter referred to as the Highway Department, hereby agree as follows:

1. That the Highway Department will submit a project for the improvement of 4.368 miles of the Federal Secondary or Feeder (municipal, or secondary or feeder) highway from the Albany-Corvallis State Highway to a point south of the Fir Grove School, known as Albany-Buena Vista-Independence Road (local name of street or road) and to be designated as Oregon (State) project No. FAS 13, and will recommend its approval by the ~~Secretary-of-Agriculture~~ Federal Works Administrator for construction with funds apportioned to the State under the Federal Aid Road Act and Acts amendatory thereof and supplementary thereto; subject, however, to the condition that the County (municipality or political subdivision) shall provide for its proper maintenance after completion of its improvement.

2. That the said County (municipality or political subdivision) hereby requests the Highway Department to submit the aforementioned project with recommendation that it be approved by the ~~Secretary-of-Agriculture,~~ Federal Works Administrator and agrees that if such project is approved and constructed by the Highway Department and the ~~Secretary-of-Agriculture~~ Federal Works Administrator it thereafter, at its own cost and expense, will maintain the project in a manner satisfactory to them, or their authorized representatives, and will make ample provision each year for such maintenance.

3. That the said County (municipality or political subdivision) agrees to procure at its sole cost and make available before a contract is awarded for said project, a right of way having a width of at least 60 feet throughout, and further agrees to procure and make available such ad-

ditional width or widths of right of way as may be required for cut and/or fill slopes.

4. That the said County (municipality or political subdivision) hereby agrees to bear the cost, if any, of maintaining such of its streets or roads as may be used as detours during the performance of the work on the aforementioned project.

IN WITNESS WHEREOF, the parties have hereunto affixed their signatures, the County (municipality or political subdivision) on the 26th day of March, 1940, and the Highway Department on the 9th day of April, 1940.

County of Benton
(Municipality or political subdivision)

Attest: A J Moore
County Clerk

By H C Herron
County Judge

By Malone
County Commissioner

By
County Commissioner

OREGON STATE HIGHWAY COMMISSION
(Official title of Highway Department)

By Henry F Cabell
As Chairman

Attest: H B Glaisyer
Secretary

By
As Commissioner

By Herman Oliver
As Commissioner

Note: Any official signing for and on behalf of a municipality or political subdivision should attach an original or authenticated copy of order, resolution, ordinance, or charter provision, or a citation to statute, under the authority of which this agreement is executed. Each agreement should be executed in duplicate and a certified copy should be furnished for the ~~Bureau of Public Roads.~~ Public Roads Administration.

C-102-G

Salem, Oregon
March 29, 1940

Agreements re Albany-
Buena Vista-Independence
County Road Project

Mr. R. H. Baldock
State Highway Engineer
Office

Attention: Mr. H. B. Glaisyer

Dear Sir:

Herewith six copies of an agreement relative to things to be done by Benton County in the construction of a project on the Albany-Buena Vista-Independence County Road in Benton County. This is a county road which is eligible for FAS funds. The agreement has been executed by the county court and is now ready for approval and signature of the Highway Commission.

There are also six copies of a special form required by the Public Roads Administration, in which the county agrees to perform the maintenance, and to provide a right of way at lease 60 feet in width.

Very truly yours,

Oscar Cutler
Asst. Office Engineer

OC:MK

Encl.

33-4C

RESOLUTION

3-26-40

WHEREAS, a County Road in Benton County, State of Oregon, known as the Albany-Buena Vista-Independence County Road, is routed through the County of Benton, Oregon, a municipal corporation, and a section of said road has been officially adopted for improvement by the State Highway Commission and Benton County, the section adopted for improvement being more particularly described as follows; to wit:

From the Albany-Corvallis State Highway to a point south of the Fir Grove School

And, WHEREAS, the State Highway Commission of the State of Oregon is desirous of receiving Federal Aid for the improvement of said county road,

And, WHEREAS, The Bureau of Public Roads of the Department of Agriculture of the United States will not participate in the construction of said county road until and unless the said County of Benton will guarantee by resolution officially adopted by the County Court, that no encroachments will be permitted upon the right of way of said county road within the limits of the section described above, which will permanently obstruct or interfere with the free and convenient flow of traffic over said county road; and will so regulate parking of vehicles on said county road that the free, convenient and safe flow of traffic shall not be impeded; and agree not to impose unreasonable limitations of speed upon said county road, nor impose any regulations of traffic which will operate to discriminate against traffic upon said county road by giving undue preference to traffic upon other intersecting county roads, streets or avenues.

NOW THEREFORE, IT IS HEREBY RESOLVED by the County Court of Benton County, Oregon, that no encroachments will be permitted on the county road, known as the Albany-Buena Vista-Independence County Road, which will permanently or unduly interfere with the free and convenient flow of traffic along said county road; and will so regulate the parking of vehicles along said county road as not to impede the free, convenient and safe flow of traffic; and will not impose any unreasonable limitations of speed upon said county road, nor impose any regulation of traffic upon said county road which shall unduly discriminate against traffic upon said county road by giving undue preference to traffic upon other intersecting county roads, streets or avenues.

It being understood that nothing in this resolution of agreement by the County Court shall be construed so as to prevent or impair proper police regulations and the enforcement of all existing laws and regulations respecting the use of said county road, nor to prevent such temporary obstructions to traffic as may be necessitated by the construction of water or gas mains, sewers and other public improvements, or to preclude the proper use of said county road for the placement of telephone or electric light poles or other public service facilities.

Passed by the County Court of Benton County, Oregon, this 26th day of March, 19[illegible]0.

Attest:

A J Moore
County Clerk

By H C Herron
County Judge

By W H Malone
County Commissioner

By O B Kyle
County Commissioner

- - - - - - - - - - - - - -

I hereby certify the foregoing to be a true copy of the original resolution passed by the County Court of Benton County, Oregon, on the 26th day of March, 19[illegible]0, at the regular or special meeting of said County Court.

Dated this 26th day of March, 19[illegible]0.

A J Moore
County Clerk

102-G

January 17, 1940

Hon. H. C. Herron
County Judge
Corvallis, Oregon

Dear Sir:

When I was in Corvallis the early part of last week and discussed with the court the right of way matters in connection with the North Albany-Buena Vista Road, I advised that I would send right of way descriptions within a few days.

Due to the fact that the engineer in this office who checks the right of way descriptions has been ill, I have been unable to send the descriptions to you. However, I believe that the descriptions will reach you about January 22.

Very truly yours,

R. H. BALDOCK
State Highway Engineer

By

Oscar Cutler
Asst. Office Engineer

OC:MK

102-G

Form E-30—Revised—25M—9-39

OREGON STATE HIGHWAY COMMISSION

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
December 23, 1939

202-2818

Subject: Right of Way Descriptions
Albany-Buena Vista County Road Project

To:

Mr. H. G. Smith,
Construction Engineer,
Office.

Dear Sir:

We are transmitting to you herewith eight right of way descriptions for required right of way on a 60-foot width basis on the county road in Benton County leading from the Albany-Corvallis Highway to the Fir Grove School. This right of way is on the located line recently run by Mr. Booth, and when the descriptions are checked they should be transmitted to Benton County for their use in making the acquisitions.

The total length of this section from the Albany-Corvallis Highway to Fir Grove School is approximately 5 miles, and the estimated cost of grading, rocking and oiling with an O-9 oil mat is $38,000.00. There is set up for this county road project $20,000.00. The estimated cost of the clearing, grading and base rock material is $15,000.00. I believe the County will be very anxious to improve this section to the Fir Grove School and will probably be glad to cooperate to the extent of doing the clearing, grading and base rock surfacing, so that the State can contract the culvert pipe, the crushed rock top surfacing and the oiling at an estimated cost of $23,000.00, if this overrun could be authorized and approved.

Location detail maps are being sent you with these right of way descriptions.

Yours very truly,

F. D. EASON,
Division Engineer.

FDE:AM
cc Mr. Oscar Cutler ✓

ALBANY-BUENA VISTA COUNTY ROAD

Station 0+13 to 106+72.3

Section No. 1

Item	Unit	Unit Price	Quantity	Allowance	Total Quan.	Amount
Clearing and Grubbing	All	$200.00				$ 200.00
Exc., Single Classification	C. Yds.	0.25	14,873	1,487	16,360	4,090.00
T. H.	Yd. Mi.	0.15	4,858	486	5,344	801.60
18" Pipe	Lin. Ft.	2.50	213	21	234	585.00
12" Pipe	Lin. Ft.	1.00	318	30	348	348.00
Base Rock (Av. 2 Mi. Haul)	C. Yds.	0.80	4,403	440	4,843	3,874.40
Top Rock (" " ")	C. Yds.	1.50	1,267	127	1,394	2,091.00
Sprinkling	M-gals.	1.50	40	-	40	60.00
Mineral Aggregate (Av. 2 Mi. Haul)	C. Yds.	2.50	692	69	761	1,902.50
R.C. #3 in Seal Course	Tons	20.00	44	4	48	960.00
S.C. #6 in Main Course	Tons	23.00	41	4	45	1,035.00
R.C. #2 in Binder Course	Tons	20.00	22	2	24	480.00
						$16,427.50
		Engr. and Contingencies				1,642.75
						$18,070.25

ALBANY-BUENA VISTA COUNTY ROAD

Station 106+72.3 to 230+62.1

Section No. 2

Item	Unit	Unit Price	Quantity	Allowance	Total Quant.	Amount
Reshaping Roadbed and Ditches	Miles	$200.00	2.35	-	2.35	$ 470.00
Base Rock (Av. 4 Mi. Haul) (2" Deep)	C. Yds.	1.00	1,683	168	1,851	1,851.00
Top Rock (Av. 4 Mi. Haul) (2" Deep)	C. Yds.	1.65	1,453	145	1,598	2,636.70
Sprinkling	M-gals.	1.50	94	-	94	141.00
Mineral Aggregate	C. Yds.	2.75	793	79	872	2,398.00
R.C. #3 in Seal Course		20.00	25	3	28	560.00
S.C. #6 in Main Course		23.00	47	5	52	1,196.00
R.C. #2 in Binder Course		20.00	50	5	55	1,100.00
						$10,332.70
		Engr. and Contingencies				1,033.27
						$11,365.97

This section figured for 2" Base plus 2" Top Rock.
Using 3" of Base increases cost $925.00.

ALBANY-BUENA VISTA COUNTY ROAD

Station 230+62.1 to 268+13.2

Section No. 3

Item	Unit	Unit Price	Quantity	Allowance	Total Quan.	Amount
Clearing and Grubbing	All	$200.00	All	-	All	$ 200.00
Exc., Single Class.	C. Yds.	0.25	8,831	883	9,714	2,428.50
Truck Haul	Yd. Mi.	0.15	1,424	142	1,566	234.90
24" Pipe	Lin. Ft.	3.50	48	3	51	178.50
12" Pipe	Lin. Ft.	1.00	129	12	142	142.00
Base Rock (Av. 5 Mile Haul)	C. Yds.	1.10	1,528	153	1,681	1,849.10
Top Rock (" " ")	C. Yds.	1.70	440	44	484	822.80
Sprinkling	M-gals.	1.50	28	3	31	46.50
Mineral Aggregate	C. Yds.	3.00	241	24	265	795.00
R.C. #3 in Seal Course	Tons	20.00	8	1	9	180.00
S.C. #6 in Main Course	Tons	23.00	14	2	16	368.00
R.C. #2 in Binder Course	Tons	20.00	15	2	17	340.00
						$7,584.40
		Engr. and Contingencies				758.44
						$8,342.84

Total of 3 Sections -- $37,779

CONTRACT # [redacted] 2323

50-A-2 Fischers Millrace Bridge, 1940
Pacific Hwy., West
#2323

FORM E-80 REVISED 25M 5-40

5[illegible]-H-[illegible]

OREGON STATE HIGHWAY COMMISSION

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
November 9, 1940

Subject: Fischers Millrace Bridge

To:

Mr. H. B. Glaisyer
Secretary
Office

Dear Sir:

For your information, Averill and Corbin completed work on Contract No. 2323, Fischers Millrace Bridge on the Pacific Highway in Benton County, on October 15, 1940. Please secure authority from the Commission to pay the final estimate on this job.

Yours very truly,

G. S. Paxson
Bridge Engineer

By WAReeves

W. A. Reeves
Bridge Office Engineer

CAG:TH
cc: C. A. Gardner

APPROVED BY HIGHWAY COMMISSION
DATE November 13, 1940
Secretary

NOTED
D. G. DeSart

RECEIVED
NOV 27 1940
FOR FILING

[illegible]

November 25, 1940

AVERILL & CORBIN
Route 10
Portland, Oregon

Gentlemen:

At the meeting of the State Highway Commission held on October 11, 1940, the following action was taken on your request for extension of time:

> "Averill & Corbin, Contract No. 2323, for construction of the Fishers Millrace Bridge on the Pacific Highway west, south of Corvallis, in Benton County, requested an extension of time of 30 days, from September 30 to October 30, 1940, within which to complete this project. They attributed their failure to complete the project within the specified time limit to the fact that they were required to place the foundations for this struture much deeper than was anticipated and in doing so encountered materials that were extremely difficult to handle. The Engineer advised that the reason given by the contractor for failure to complete the project within the specified time limit is correct. He recommended that the extension of time requested be granted without penalty. A letter was presented from the Public Roads Administration concurring therein. The Commission approved the recommendation."

Very truly yours,

STATE HIGHWAY COMMISSION

By

Secretary

MEL

cc - F. D. Eason

RECEIVED
NOV 22 1940
FOR FILING

D-A-2

November 22, 1940

GREAT AMERICAN INDEMNITY COMPANY
c/o Harvey Wells-Reed Insurance Agency
Failing Building
Portland, Oregon

Gentlemen:

You are hereby notified that State Highway Contract No. 2323, for remodeling and widening Fisher's Millrace Bridge on the Pacific Highway West, south of Corvallis, in Benton County, has been completed by the contractor, Averill & Corbin, and that final settlement will be made by the state with said contractor, for work done under said contract, on or after December 2, 1940.

The state is not advised of any unpaid claims for labor or materials, or of the existence of any claims, debts, dues, or demands incurred in the performance of such work and remaining unsatisfied, and you are advised that the state assumes no responsibility for any such claims should there be any.

This notice is served upon you since you appear as surety on the bond furnished by the above contractor. Kindly acknowledge receipt of this letter.

For your information we wish to advise that the total amount paid the contractor in connection with this contract will be $7,400.19, and that no force account work was performed therein.

Very truly yours,

STATE HIGHWAY COMMISSION

By
Secretary

DGD:MBL

NOTED
D. G. DeSart

RECEIVED
JUL 2 1940
FOR FILING

5-A-2

July 1, 1940

AVERILL & CORBIN
Route 10
Portland, Oregon

Gentlemen:

We are sending you today by express a fully executed copy of Contract No. 2323 which was awarded to you by the State Highway Commission on June 13, 1940, covering the construction of Fischers Millrace Bridge near Corvallis, in Benton County.

This copy is for your records and files. We are also sending an executed copy to the surety on your bond.

Very truly yours,

STATE HIGHWAY COMMISSION
By

Secretary

MEL

July 1, 1940

GREAT AMERICAN INDEMNITY COMPANY
c/o Harvey Wells-Reed Insurance Agency
Failing Building
Portland, Oregon

Gentlemen:

We are sending you today by express a fully executed copy of Contract No. 2323 which was awarded to Averill & Corbin by the State Highway Commission on June 13, 1940, covering the construction of the Fischers Millrace Bridge near Corvallis, in Benton County.

Inasmuch as you are surety for the contractors on this job, this copy of the contract is being sent you for your records and files.

Very truly yours,

STATE HIGHWAY COMMISSION
By

Secretary

MBL

RECEIVED
JUN 20 1940
FOR FILING

50-B-2

2323

June 18, 1940

AVERILL & CORBIN
Route #10
Portland, Oregon

Gentlemen:

We are sending you today by express four copies of Contract No. 2323 which was awarded to you by the State Highway Commission on June 13, 1940, covering the construction of the Fischers Millrace Bridge on the Pacific Highway West south of Corvallis, in Benton County.

Kindly execute all four copies of this contract as to agreement and bond and return them to this office for approval by the State Highway Commission. When this has been done a fully executed copy will be returned to you for your records and files. We will also send an executed copy to the surety on your bond.

Your special attention is called to the paragraph under Section 7 (page 13) of the printed General Provisions, relating to the Workmen's Compensation Act. You are expected to accept the terms of this Act and to carry on your work under this contract in strict conformance thereto.

Very truly yours,

STATE HIGHWAY COMMISSION
By

Secretary

MBL

FA [illegible]-A-2

June 14, 1940

Averill & Corbin
Route 10
Portland, Oregon

Gentlemen:

The State Highway Commission on June 13, 1940, awarded you the contract for construction of the Fischers Millrace Bridge on the Pacific Highway West, approximately 0.6 mile south of the south city limits of Corvallis, in Benton County. This award was based on your low bid of $6,826.75 submitted on that date.

Contract forms will be sent to you for execution within the next few days.

Very truly yours,

HBG:AM

Secretary

cc - Mr. S. H. Probert
Mr. G. S. Paxson

Form [illegible]

Const
Projects
Bridge

OREGON STATE HIGHWAY COMMISSION

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
August 30, 1939

From: Mr. G. S. Paxson
Bridge Engineer

To: Mr. C. B. McCullough
Assistant State Highway Engineer

Subject: Mill Race Bridge south of Corvallis, Mile No. 1W-86.84

The estimate of cost to widen the present structure for a 24-foot pavement with a 10-foot shoulder and a 3½-foot sidewalk on each side is as follows:

Excavation	150 cu. yds.	at $ 3.00	$ 450.00
Treated Piling	650 lin. ft.	at 0.90	585.00
Class "A" Concrete	130 cu. yds.	at 20.00	2,600.00
Metal Reinforcement	23,000 pounds	at 0.06	1,380.00
Handrail	140 lin. ft.	at 5.00	700.00
Removal of Old Railing	All Required	Lump Sum	300.00
	Subtotal		$6,015.00
	Plus 10% for contingencies		602.00
	Total Construction Cost		$6,617.00
	Plus 10% for engineering		662.00
	Total Cost		$7,279.00

G S Paxson
G. S. Paxson
Bridge Engineer

GSP CM
cc H. B. Glaisyer
H. G. Smith

REFERRED TO
By Asst. State Highway Engineer

Files

CONTRACT # [redacted] 2324

43-A-2 Prineville Sec., Ochoco Hwy. 1940

#2324

RECEIVED
NOV - 1 1941
FOR FILING

43-a-2

P

October 31, 1941

Wilbur, Beckett, Howell & Oppenheimer
Attorneys at Law
Board of Trade Building
Portland, Oregon

Gentlemen: Attention Calvin N. Souther

This acknowledges receipt of your letter of October 30, requesting list of claims filed against Homer G. Johnson's contract No. 2324, for grading, surfacing and oiling the Prineville Section of the Ochoco Highway, in Crook County.

There are only two claims filed against this work, as follows:

> The claim of the Prineville Sand & Gravel Company, in the amount of $717.94, was filed in this office on January 21, 1941.
>
> The claim of the Collins Concrete & Steel Pipe Company, in the amount of $2,157.63, was filed with the Secretary of State on May 12, 1941.

Work on this project was completed October 28, 1940, and accepted by the Highway Commission November 13, 1940.

Very truly yours,

OREGON STATE HIGHWAY COMMISSION

By

Secretary

DOD:RS

NOTED
D. C. DeSart

R. W. WILBUR
H. B. BECKETT
F. C. HOWELL
E. K. OPPENHEIMER
ROBERT T. MAUTZ
CALVIN N. SOUTHER

WILBUR, BECKETT, HOWELL & OPPENHEIMER
ATTORNEYS AT LAW
BOARD OF TRADE BUILDING
PORTLAND, OREGON

CABLE ADDRESS
WILBUR

Oct. 30, 1941.

Mr. H. B. Glaisyer,
State Highway Commission,
Salem, Oregon.

Dear Mr. Glaisyer:

I would appreciate it very much if you would let me know whether any claims have been filed against the contract with Homer Johnson for grading, surfacing and oiling the Prineville Section of the Ochoco Highway in Crook County bearing number 2324, and if so, I wish that you would please let me have the name, address and amount of each claim.

I would also like to know the date when this contract was completed and accepted by the State Highway Department. Please let me hear from you.

Sincerely yours,

WILBUR, BECKETT, HOWELL & OPPENHEIMER,

By Calvin N. Souther

CNS/P

REFERRED TO
[illegible]
BY SECRETARY

prepare reply

RECEIVED
OCT - 1 1941
FOR FILING

R

43-A-2

September 30, 1941

Howard-Cooper Corporation
307 S. E. Hawthorne Blvd.
Portland, Oregon

Gentlemen:

In accordance with your letter of September 29, this will advise that Homer G. Johnson's contract No. 2324 for grading, surfacing and oiling the Prineville Section of the Ochoco Highway in Crook County was completed October 28, 1940, and accepted by the Highway Commission November 13, 1940.

Very truly yours,
STATE HIGHWAY COMMISSION

By

Secretary

DD/mm

NOTED
DD [illegible]

L. W. GARDNER, President E. NDQUIST, Secy-Treas. G. S. YERBY, V ident F. R. CATTON, Pur. Agent

HOWARD COOPER CORPORATION

MAIN OFFICE AND WAREHOUSE
307 S. E. HAWTHORNE BOULEVARD
PORTLAND, OREGON

BRANCH OFFICES AND WAREHOUSES
KLAMATH FALLS, ORE
EUGENE, OREGON

BRANCH OFFICES AND WAREHOUSES
SEATTLE, WASH
SPOKANE, WASH
WALLA WALLA, WASH

Sept. 29, 1941

State Highway Commission
Salem, Oreg.

Gentlemen:

Will you kindly advise us, at your earliest possible convenience, the date of acceptance of the Homer Johnson job, known as "Prineville Section Ochoco Highway, Crook County Project No. FA43-A(2).

Yours truly,

HOWARD-COOPER CORPORATION

B. A. Wilson

B. A. Wilson

BW:PL

REFERRED TO
[illegible]
BY SECRETARY

prepare reply TODAY

#3-5

RECEIVED
SEP 25 1941
FOR FILING

43-A-2

R

September 23, 1941

Balzer Machinery Company
2136 S. E. 8th Avenue
Portland, Oregon

Gentlemen:

This will acknowledge receipt of your letter of September 23 and advise that contract No. 2324, with Homer G. Johnson, for grading, surfacing and oiling on the Prineville Section of the Ochoco Highway, in Crook County, was completed October 28, 1940, and accepted by the State Highway Commission on November 13, 1940. Final payment has been made to the contractor.

Very truly yours,

OREGON STATE HIGHWAY COMMISSION

By

Secretary

BS

NOTED
[illegible]

. L. BALZER, MANAGER
OFFICE -- EAST 2143
RESIDENCE -- GARFIELD 4415

OHIO LOCOMOTIVE CRANE CO.
LOCOMOTIVE CRANES

NORTHWEST ENGINEERING CO.
POWER SHOVELS

CHICAGO PNEUMATIC TOOL CO.
AIR COMPRESSORS

PACIFIC WIRE ROPE CO.
WIRE ROPE

BALZER MACHINERY COMPANY
CONTRACTORS AND LOGGERS EQUIPMENT
2136 S. E. EIGHTH AVENUE
CORNER EAST EIGHTH AVENUE AND GRANT STREET
PORTLAND, OREGON

WE RENT NEW AND USED
MACHINERY WITH
PRIVILEGE OF PURCHASE

TRAYLOR ENG. & MFG. CO.
GYRATORY CRUSHERS

MURPHY DIESEL CO., LTD.
DIESEL ENGINES

J. S. MUNDY HOISTING ENGINE CO.
HOISTING EQUIPMENT

VULCAN IRON WORKS
PILE DRIVING MACHINERY

September 23, 1941.

RECEIVED
SEP 24 1941
OREGON
STATE HIGHWAY COMMISSION

Oregon State Highway Dept.,
Salem,
Oregon.

Gentlemen:

Will you kindly advise us the acceptance date of Homer G. Johnson's Contract 2324 - Ochoco Highway, near Prineville, Oregon ?

Yours very truly,
BALZER MACHINERY COMPANY,
Per
Manager.

RLB:BE

REFERRED TO [illegible]
BY SECRETARY

[illegible]

RECEIVED
JUL 26 1941
FOR FILING

43-A-2

July 25, 1941

General Casualty Company of America
Seattle, Washington

Attention: Mr. A. Panella

Gentlemen:

In accordance with your letter of July 23rd, we wish to advise that semi-final payment in the amount of $3,680.45, which was being held in accordance with your letter of April 22nd, was released on May 29th in accordance with a letter from your company on that date. Final payment in the amount of $253.10 was mailed on June 4th.

Yours very truly,

KGD:CA

Secretary

GENERAL AMERICA COMPANIES

H K DENT
PRESIDENT

GENERAL
CASUALTY COMPANY
OF AMERICA
SEATTLE

July 23, 1941

Mr. H. B. Glaisyer
Secretary of Oregon
State Highway Department
Salem, Oregon

Dear Mr. Glaisyer:

Our Bond 34261 - Homer G. Johnson, Portland, Oregon, Contract #2324, grading, surfacing and oiling of Prineville Section of Ochoco Highway, Crook County.

Our bond was issued, covering this contract under date of June 13, 1940 in the amount of $64,226.80. According to our records the contract was completed on October 28, 1940 and accepted by the State on November 13, 1940. Also, we have information that two claims were filed against the job, one by the Prineville Sand and Gravel Company in the amount of $717.94, and the other by the Collins Concrete and Steel Pipe Company in the amount of $2157.63.

Will you be kind enough to inform us if the final and retainage has been paid to Mr. Johnson, and if so, the amount and date paid. If the payment has not been made, please advise us what is causing the delay.

Thank you for your cooperation. We remain

Yours very truly,

A Panella

Surety Department

A. Panella
em

5.p

FORM E-30 REVISED 25M 1-41

RECEIVED [illegible] 14 [illegible]
PORTLAND

OREGON STATE HIGHWAY COMMISSION

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
April 18th, 1941

43-A-2

Subject: Johnson Complaint Against Engineering Penalty on Prineville Section

To: Mr. R. H. Baldock
Chief Engineer
Office

REFERRED TO
Mr. Glaisyer
By Chief Engineer

Agenda

Dear Sir:

Homer G. Johnson has made the complaint that he considers the engineering penalty assessed against him on the Prineville Section, Contract 2324, F.A.P. 43-A(2), excessive and suggests a reduction of fifty percent.

He feels that the time limit was unreasonably short for a job requiring so many types of construction and such a coordination of the various steps which necessarily occasioned some loss of time.

Mr. Johnson also left a tabulation in which he attempted to prove that about $200.00 worth of engineering time charged to the job had been ill-advisedly charged to this job. He is familiar, however, only with the actual time spent on the job and has no knowledge of the exchange time, vacation time, office work on final records and other payroll details.

I believe Mr. Johnson is correct is his contention, however, that the actual increase in engineering cost on the job was not more than fifty percent of that assessed, and it is recommended, therefore, that the matter be compromised and he be relieved of fifty percent of the engineering cost assessed against the job.

Very truly yours,

HGSmith
H. G. Smith
Construction Engineer

HGS:AR

M

RECEIVED
MAY 19 1941
FOR FILING

43-A-3

May 19, 1941

General Casualty Co. of America
Mansfield & Co. Agents.
Lewis Building
Portland, Oregon

Dear Sirs:

You are advised that it is the intention of the Highway Commission to make final payment to Homer G. Johnson, Imperial Hotel, Portland, Oregon, on contract No. 2324, for grading, surfacing and oiling the Prineville Section of the Ochoco Highway in Crook County.

In accordance with your letter of April 21st, we are holding this payment together with the semi-final warrant untill released by your office.

There are two claims filed against this bond totaling $2875.57 of which you have been previously notified. This contract was completed Oct. 28, 1940 and accepted by the commission Nov. 13, 1940. Total amount to be paid on this contract including final payment is $67,838.46 of which amount $26.07 is force account work.

This notice is served upon you since you appear as surety on the bond furnished by the above contractor. Kindly acknowledge receipt of this letter.

Yours very truly,

STATE HIGHWAY COMMISSION

By

Secretary

DGD:OA

a

RECEIVED
MAY 15 1941
FOR FILING

43-A-2

May 14, 1941

General Casualty Co. of America
Mansfield & Company
Lewis Bldg.
Portland, Oregon

Gentlemen:

We have received, through the office of the Secretary of State, copies of a notice of claim by the Collins Concrete & Steel Pipe Company, in the amount of $2,157.63, against Homer G. Johnson, for work on the Prineville Section of the Ochoco Highway in Crook County, being state highway contract No. 2324.

Inasmuch as you are surety for the contractor on this job, we hand you herewith, for your information and such action as is necessary, a copy of this notice of claim.

Very truly yours,

OREGON STATE HIGHWAY COMMISSION

By

Secretary

RS

cc - Homer G. Johnson
Imperial Hotel
Portland, Oregon

NOTED
D. C. DeSart

May 14, 1941

Honorable Earl Snell
Secretary of State
Salem, Oregon

Dear Sir:

This acknowledges receipt of your letter of May 12 enclosing three copies of a notice of claim by the Collins Concrete & Steel Pipe Company in the amount of $2,157.63, against Homer G. Johnson, for work on the Prineville Section of the Ochoco Highway, in Crook County, being State Highway contract No. 2324.

We have noted this claim in our records of this job and will today forward to the contractor and his surety copies of the notice thereof.

Very truly yours,

OREGON STATE HIGHWAY COMMISSION

By

Secretary

RS

NOTED
D. G. DeSart

EARL SNELL
SECRETARY OF STATE
SALEM, OREGON

May 12, 1941

Oregon State Highway Commission
Salem, Oregon

Gentlemen: Attention Mr. H. B. Glaisyer

There are enclosed for your information and files, three copies of a notice of claim by Coffin Concrete & Steel Pipe Company for $2157.63 against the bond taken from Homer Johnson, principal, and General Casualty Co. of America, surety, for work on the Prineville Section of the Ochoco Highway in Crook County, which was received from Stephen W. Matthieu, Attorney, Portland, and filed today.

Please acknowledge receipt of the copies in order to complete our files.

Very truly yours,

Earl Snell
Secretary of State

FM
encs.

REFERRED
Miss Smith
BY SECRETARY

prepare customary letter
HBG

May 12, 1941

TO: Crook County, Oregon
State Highway Commission of the State of Oregon

NOTICE IS HEREBY GIVEN, that the undersigned, Collins Concrete and Steel Pipe Company, an Oregon corporation, has a claim for materials furnished, consisting of concrete pipe, and for oiling, grading and surfacing in the sum of $2,157.63 against the bond taken from Homer Johnson as principal and the General Casualty Company of America, a corporation, as surety, for the improvement and construction of the Prineville Section of the Ochoco Highway in Crook County, Oregon.

COLLINS CONCRETE AND STEEL PIPE COMPANY

By J. H. Ireland

Contract #2324

Endorsed: File No. 2985
Filed May 12, 1941
EARL SNELL
Secretary of State

a

RECEIVED
MAY 15 1941
FOR FILING

43-A-2

May 13, 1941

Mr. Stephen W. Matthieu
Attorney at Law
Oregonian Building
Portland, Oregon

Dear Sir:

This acknowledges receipt of your letter of May 12, advising of the claim of the Collins Concrete and Steel Pipe Company against the bond taken from Homer G. Johnson, on contract No. 2324, which is for the grading, surfacing and oiling of the Prineville Section of the Ochoco Highway, in Crook County.

In accordance with our usual practice, we are today notifying the bonding company and the contractor that this claim has been filed.

Very truly yours,

OREGON STATE HIGHWAY COMMISSION

By

Secretary

AM:RS

REFERRED TO
BY SECRETARY

NOTED
D. G. DeSart

May 13, 1941

General Casualty Company
of America
Mansfield and Company
Lewis Building
Portland, Oregon

Gentlemen:

Attached hereto is copy of a claim which has been filed by the Collins Concrete and Steel Pipe Company against the bond taken from Homer G. Johnson, State Highway Contract No. 2324, for grading, surfacing and oiling the Prineville Section of the Ochoco Highway, in Crook County.

This is being forwarded to you, inasmuch as you appear as surety on the bond furnished by the contractor.

Very truly yours,

OREGON STATE HIGHWAY COMMISSION

By

AM:ES

Secretary

cc - Homer G. Johnson
Imperial Hotel
Portland, Oregon

STEPHEN W. MATTHIEU
ATTORNEY AT LAW
OREGONIAN BUILDING
PORTLAND, OREGON

May 12, 1941

RECEIVED
[illegible]
[illegible] COMMISSION

Clerk, State Highway Commission
Salem, Oregon

Dear Sir:

I herewith present to you and file on behalf of the Collins Concrete and Steel Pipe Company a notice of claim for a balance due from Homer Johnson, Contractor, and the surety on their bond, for materials furnished in connection with the construction of contract #2324 between said parties and the State Highway Commission of Oregon, in connection with the grading, surfacing and oiling, etc. of the Prineville Section of the Ochoco Highway, Crook County, Oregon.

I am also sending a copy of this notice to the Secretary of State, in compliance with the statute.

Very truly yours,

Stephen W. Matthieu

SWM:rp
encl

May 12, 1941

RECEIVED

TO: Crook County, Oregon
State Highway Commission of the State of Oregon

NOTICE IS HEREBY GIVEN, that the undersigned, Collins Concrete and Steel Pipe Company, an Oregon corporation, has a claim for materials furnished, consisting of concrete pipe, and for oiling, grading and surfacing in the sum of $2,157.63 against the bond taken from Homer Johnson as principal and the General Casualty Company of America, a corporation, as surety, for the improvement and construction of the Prineville Section of the Ochoco Highway in Crook County, Oregon.

COLLINS CONCRETE AND STEEL PIPE COMPANY

By J H Ireland

Contract #2324

RECEIVED
MAY 13 1941
FOR FILING

STANDARD OIL COMPANY OF CALIFORNIA

OFFICE
9th FLOOR PACIFIC BLDG
520 S. W. YAMHILL STREET
P. O. DRAWER 950

SALES DEPARTMENT
E. V. BURNS
DISTRICT SALES MANAGER
T. F. GUNN
G. H. MOORE
L. M. BUSSERT
ASSISTANT DISTRICT SALES MANAGERS
F. J. WAYMIRE
ASSISTANT TO THE DISTRICT SALES MANAGER

PORTLAND, ORE.

43-A-2

May 9, 1941

Oregon State Highway Commission
Salem, Oregon

Gentlemen:

We enclose herewith notice of claim in the sum of $1666.76 for petroleum merchandise delivered to Homer G. Johnson on State Highway Contract #2423. 2324

We wish to protect our lien rights in connection with this balance and ask that you please place this claim on record and acknowledge receipt of the claim, for which purpose a business reply envelope is enclosed.

Yours very truly

STANDARD OIL COMPANY OF CALIFORNIA

By C D Everett

Credit Division

CDE:EC
Enc.

[illegible]

ACKNOWLEDGED
H. B. GLAISYER

Portland, Oregon

TO: STATE OF OREGON, ACTING BY AND THROUGH
THE STATE HIGHWAY COMMISSION, AND
THE SECRETARY OF STATE OF THE STATE
OF OREGON:

NOTICE IS HEREBY GIVEN that the undersigned, Standard Oil Company of California, has a claim for goods, wares and merchandise, consisting of petroleum products, in the sum of One Thousand Six Hundred Sixty-six and 76/100ths Dollars ($1,666.76), against the bond taken from Homer G. Johnson, principal, and General Casualty Company of America, surety, for the work of grading, surfacing and oiling, also furnishing crushed rock in stock piles, Prineville Section of the Ochoco Highway in Crook County, Oregon, State Contract No. 2423.

Dated May 9, 1941

STANDARD OIL COMPANY OF CALIFORNIA

By W W White
Dist Credit Man

Portland, Oregon

TO: STATE OF OREGON, ACTING BY AND THROUGH
THE STATE HIGHWAY COMMISSION, AND
THE SECRETARY OF STATE OF THE STATE
OF OREGON:

NOTICE IS HEREBY GIVEN that the undersigned, Standard Oil Company of California, has a claim for goods, wares and merchandise, consisting of petroleum products, in the sum of One Thousand Six Hundred Sixty-six and 76/100ths Dollars ($1,666.76), against the bond taken from Homer G. Johnson, principal, and General Casualty Company of America, surety, for the work of grading, surfacing and oiling, also furnishing crushed rock in stock piles, Prineville Section of the Ochoco Highway in Crook County, Oregon, State Contract No. 2423.

Dated May ______, 1941

STANDARD OIL COMPANY OF CALIFORNIA

By W W White
Dist Credit Man

a

RECEIVED
MAY 14 1941
FOR FILING

43-A-2

May 13, 1941

Standard Oil Company of California
P. O. Box 950
Portland, Oregon

Attention: C. D. Everett, Credit Division

Gentlemen:

I wish to acknowledge receipt of and thank you for your letter of May 12 advising that your claim against state highway contractor Homer G. Johnson and representing purchases of petroleum products in connection with state highway contract No. 2324 has been paid in full. I will be pleased to destroy your previous letter advising us of the claim.

Very truly yours,

HBG:AM

Secretary

STANDARD OIL COMPANY OF CALIFORNIA

OFFICE
9TH FLOOR PACIFIC BLDG
520 S. W. YAMHILL STREET
P. O. DRAWER 950

SALES DEPARTMENT
E. V. BURNS
DISTRICT SALES MANAGER
T. F. GUNN
G. H. MOORE
L. M. BUSSERT
ASSISTANT DISTRICT SALES MANAGERS
F. J. WAYMIRE
ASSISTANT TO THE DISTRICT SALES MANAGER

PORTLAND, ORE.

RECEIVED
13 1941
SSION

May 12, 1941

Oregon State Highway Commission
Salem, Oregon

Gentlemen: Attention of Mr. Glayser

With our letter of May 9 our claim against Homer Johnson in the sum of $1666.76, representing purchases of petroleum products in connection with Oregon State Contract #2423 described as the grading, surfacing and oiling, also furnishing crushed rock in stockpiles, on the Prineville Section of the Ochoco Highway in Crook County, Oregon, was enclosed.

This account has now been paid in full and we ask that you please release and cancel the claim on your records. This confirms conversation between the writer and Mr. Glayser this afternoon.

Very truly yours

STANDARD OIL COMPANY OF CALIFORNIA

By C. D. Everett
Credit Division

CDE:LP

ANSWERED
H. B. GLAISYER

RECEIVED
APR 23 1941
FOR FILING

43-A-2

April 22, 1941

Mansfield & Co.
Lewis Building
Portland, Oregon

Dear Sirs:

In accordance with your letter of April 21st, we are withholding semifinal payment to Mr. Homer G. Johnson on his contract No. 2324 for grading, surfacing and oiling the Prineville Section of the Ochoco Highway until released by you.

Very truly yours,

STATE HIGHWAY COMMISSION

By

Secretary

DGD:OA

1

RECEIVED
APR 22 1941
FOR FILING

43-H-2

April 14, 1941

GENERAL CASUALTY COMPANY OF AMERICA
c/o Mansfield & Company
Lewis Building
Portland, Oregon

Gentlemen:

You are advised that it is the intention of the State Highway Commission to make semi-final payment to Homer G. Johnson on Contract No. 2324, Prineville Section of the Ochoco Highway, in Crook County. This payment, in the amount of $3,680.45, will be made on or after April 24, 1940. There is nothing held as a retained percentage, as this is the same estimate which was offered Mr. Johnson as final payment.

There is a claim filed against this project, of which you have been previously notified, in the sum of $717.94.

Kindly acknowledge receipt of this letter.

Very truly yours,

STATE HIGHWAY COMMISSION

By
Secretary

[illegible]

NOTED
D. G. DeSart

RECEIVED
APR 2 1941
FOR FILING

43-A-2

April 3, 1941

STANDARD OIL COMPANY OF CALIFORNIA
Pacific Building
Portland, Oregon

Attention Mr. Everett

Gentlemen:

Reference is made to your telephone call of this morning concerning the Homer G. Johnson contract No. 2324, Prineville Section in Crook County.

You are advised that this contract was completed on October 28, 1940, and was accepted by the Commission on November 13, 1940. Final payment has not yet been made. The only claim of which we have record against this contract is that of the Prineville Sand and Gravel Company, in the amount of $717.94.

Very truly yours,

C. B. McCullough
Assistant Chief Engineer

JM:mbl

6

43-A-2

March 4, 1941

UNION OIL COMPANY OF CALIFORNIA
Yeon Building
Portland, Oregon

Attention D. E. Hubalt

Gentlemen:

This will acknowledge receipt of your letter of February 28 and advise that Homer G. Johnson's contract No. 2324 for grading, surfacing, and oiling the Prineville Section of the Ochoco Highway was accepted by the Commission on November 13, 1940.

Very truly yours,

STATE HIGHWAY COMMISSION

By
Secretary

DGD:mhl

March 4, 1941

UNION OIL COMPANY OF CALIFORNIA
Yeon Building
Portland, Oregon

Attention D. E. Nuhalt

Gentlemen:

This will acknowledge receipt of your letter of February 28 and advise that Homer G. Johnson's contract No. 2292 for grading the Ochoco Creek-Prineville Section of the Warm Springs Secondary Highway, in Crook County, was accepted by the Commission on June 20, 1940.

Very truly yours,

STATE HIGHWAY COMMISSION

By

Secretary

DGD:mbl

a

Union Oil Company of California

YEON BUILDING
PORTLAND, OREGON

February 28, 1941

RECEIVED
MAR 1 - 1941
OREGON
STATE HIGHWAY COMMISSION

State of Oregon
Highway Department
Salem, Oregon

Gentlemen:

Homer G. Johnson
Contract #2292
Contract #2324

We are interested in knowing the acceptance date of the above contracts. A postage paid envelope is enclosed for your convenience in replying. Thank you.

Yours very truly

DEN:J

District Credit Supervisor

FORM 401 P

1

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[illegible] 2 1941
FOR [illegible]

113-a-2

February 26, 1941

GENERAL CASUALTY COMPANY OF AMERICA
Seattle, Washington

Attention Mr. Willard G. Sweeny, Surety Dept.

Gentlemen:

This will acknowledge receipt of your letter of February 21 and advise that Mr. Johnson has not yet accepted his final estimate on Contract No. 2324 for grading and surfacing the Prineville Section of the Ochoco Highway. Therefore, the amount paid and the retained percentage are still $63,904.91 and $3,654.38, respectively.

We are enclosing a copy of the claim against this contract filed by the Prineville Sand & Gravel Company, in the amount of $717.94.

Very truly yours,

STATE HIGHWAY COMMISSION

By
Secretary

DGD:mbl

NOTED
D. G. DeSart

AMERICA GENERAL COMPANIES
H. K. DENT
PRESIDENT

GENERAL
CASUALTY COMPANY
OF AMERICA
SEATTLE

February 21, 1941

State Highway Commission
Salem, Oregon

Gentlemen:

Bond No. 34261 - Homer G. Johnson contract for grading, surfacing and oiling Prineville Section of Ochoco Highway, Crook County, Oregon, contract #2324

In reply to our status request on the above bond which was dated January 22, 1941 you stated that there has been a lien in the amount of $717.94 filed against the principal and that we have been notified. It seems that the notification of this lien was sent to our agent, but that he failed to notify this office. Would you be so kind as to send us a copy of the notice?

It is, of course, very possible that by this time the matter has been entirely dismissed. Our last information showed that the contractor has been paid $63,904.91 and that there was a retained percentage of $3,654.38. Will you please check with your records to see if that is the present status of the contract or if there has been a change. A stamped self-addressed envelope is attached for your reply. Thank you.

Very truly yours,

Willard G. Sweany

Surety Department

Willard G. Sweany
em

R.H.Baldock

Cost Analysis - Final Report
Prineville Section
Ochoco Highway

Contract #2324
H. G. Johnson, Contractor

Prefix #7-1002
W. S. Hodge, Resident Engineer

Description	Cost	Quantity		Unit Cost	Unit Bid	Gross Revenue
Clearing and Grubbing	261.50	All				$2,380.00
Trench Excavation	1,403.94	2,163.6	Cu. Yd.	0.65	1.00	2,163.60
Excavation, Single Class	3,607.16	14,639.5	" "	0.25	0.20	2,927.90
Truck Haul	1,254.24	9,914.9	Yd. Mi.	0.12	0.15	1,487.24
Finish Roadbed & Slopes	567.05	1.74	Mi.	325.00	300.00	522.00
Removal Sidewalks	66.44	338.9	Sq. Yd.	0.19	0.20	74.56
" Curbs	204.41	1,153	Lin.Ft.	0.17	0.12	138.36
8" Sewer Pipe	1,997.09	4,156.5	" "	0.48	0.55	2,286.08
10" " "	1,250.25	2,022.5	" "	0.61	0.70	1,415.75
12" " "	1,095.03	1,400.5	" "	0.78	0.90	1,260.45
18" Concrete Pipe	124.29	56	" "	2.21	2.50	140.00
48" " "	1,199.93	118	" "	10.16	10.00	1,180.00
Concrete Catch Basins	954.40	46	Each	20.70	20.00	920.00
Special Concrete Manholes	507.69	8	"	63.46	100.00	800.00
Concrete Curb & Gutter	4,907.02	371.99	Cu. Yd.	13.19	12.00	4,463.88
Pit Run Gravel Sub-base	3,755.96	12,121	" "	0.31	0.37	4,484.77
4½"-2" Crushed Rock in Base	10,145.28	6,853	" "	1.48	1.38	9,457.14
3/4"-0" " " " "	5,125.22	3,462	" "	1.48	1.38	4,777.56
Sprinkling	600.31	745.42	M-Gal.	0.80	1.25	931.78
Preparation of Base	233.73	1.51	Mi.	154.70	150.00	226.50
Mineral Aggregate	8,835.96	3,404	Cu. Yd.	2.59	2.45	8,339.80
Asphalt in Place	5,287.22	222.77	Ton	23.75	23.00	5,123.71
RC-3 " "	1,799.49	72.66	"	24.75	24.00	1,743.84
3/4"-½" Cr. Rock in S.P.	3,142.16	2,332.9	Cu.Yd.	1.34	1.25	2,916.13

PRINEVILLE SECTION

Description	Cost	Quantity		Unit Cost	Unit Bid	Gross Revenue
½"-1/4" Cr. Rock in S.P.	4,030.43	2,992.4	Cu. Yd.	1.34	1.25	3,740.50
1/4"-#10 " " " "	1,179.34	875.6	" "	1.34	1.25	1,094.50
Clear & Grub Stockpiles	28.33	All				100.00
Leveling	28.33	All				100.00
Woven Wire Fence	88.62	51.58	Rod	1.71	1.00	51.58
" " Gates	15.70	1	Each	15.70	25.00	25.00
P.A. #1 Remove Sidewalks	47.89	217.7	Sq. Yd.	0.22	0.22	47.89
" #2 Remove & Install C.I.P.	90.00	90	Lin.Ft.	1.00	1.00	90.00
Trench Excavation	27.80	27.8	Cu. Yd.	1.00	1.00	27.80
Connecting Bands	5.84	2	Each	2.92	2.92	5.84
" #3 4½"-2" Cr. Rock in S.P.	34.59	25	Cu. Yd.	1.38	1.38	34.50
Trench Excavation	25.90	25.9	" "	1.00	1.00	25.90
" #4 3/4"-0" Cr. Rock in S.P.	516.85	501.8	" "	1.03	0.75	376.35
1¼"-3/4" " " "	197.45	191.7	" "	1.03	0.75	143.78
3/4"-1/2" " " "	1,996.45	1,938.3	" "	1.03	0.75	1,453.73
4½"-2" Cr. Rock in S.P.	339.90	330	" "	1.03	0.75	247.50
1/4"-#10 " " " "	98.47	95.6	" "	1.03	0.75	71.70
" #5 Purchase Excess Asphalt	196.31	11.72	Bbl.	16.75	16.75	196.31
Stockpile Haul Adjustment		+ 894.42	Yd. Mi.		0.08	71.55
Force Account	26.07					26.07
Deduction Excess Engineering						-506.19
	67,300.04					$ 67,585.36

Gross Revenue	$ 67,585.36
Total Cost	67,300.04
Net Profit	285,32

Net Profit Equals 0.4% of the Gross Revenue

PRINEVILLE SECTION

Detail of Cost

Labor:

Supervision	$ 1,565.00	
Labor	19,838.86	
State Industrial Insurance	1,580.01	
Unemployment Insurance	642.11	
Social Security	214.04	
		$ 23,840.02

Materials:

Sand	205	Cu. Yd.	@	$ 2.25	461.25	
Gravel	347	" "	@	1.75	607.25	
Cement	543	Bbl.	@	2.57	1,395.64	
Fence	51.58	Rod	@	0.41	21.15	
Manhole Frames & Cover	8		@	13.00	104.00	
Catch Basin Grates	46		@	8.00	384.00	
8" Sewer Pipe	4,156½	Lin.Ft.	@	0.41	1,704.16	
10" " "	2,022½	" "	@	0.49	991.02	
12" " "	1,400½	" "	@	0.66	924.33	
18" Concrete Pipe	56	" "	@	1.69	96.44	
" Bands	3	" "	@	2.47	7.41	
48" Concrete Pipe	118	" "	@	7.57	893.26	
						$ 7,589.81

Sub-Contract: J. C. Compton Oiling.

Preparation of Base	1.51	Miles	@	150.00	226.50	
Place Mineral Aggregate	3,404	Cu. Yd.	@	1.25	4,255.00	
Asphalt in Place	222.77	Tons	@	23.00	5,123.71	
RC-3	72.66	"	@	24.00	1,743.84	
						$ 11,349.05

Equipment Rental, Small Tools & Misc. Supplies:

Equipment Rental	5,408.95	
Hired Equipment	4,925.04	
Gas, Oil and Grease	6,749.56	
Small Tools and Misc. Supplies	4,109.21	
Explosives	1,025.16	
Main Office Expense	750.00	
Bond	675.85	
Lumber	634.54	
Freight and Cartage	242.85	
		$ 24,521.16

Total Cost $ 67,300.04

PRINEVILLE SECTION

REMARKS:

The contract, which consisted of grading, surfacing and oiling a 1.15 mile section of the Ochoco Highway in the city limits of Prineville, was bid and awarded June 13th, 1940. Work was started July 2nd and completed October 28th. The contractor was assessed $506.19 for excess engineering as the specified completion date was September 30th.

Clearing was a very minor item, and as a consequence an excellent profit was made at the lump sum bid of $2,380.00.

The majority of the trench excavation was done with a 3/4 cubic yard shovel. The single class excavation was all of common material and handled with the 3/4 cubic yard shovel, a 30 h.p. tractor and dozer and a power blade. A loss is shown on this item due to a low bid as the excavation cuts did not exceed two feet and traffic interfered.

The pit run gravel topping was secured from the specified pit about 0.7 miles north of the center of the contract. The 3/4 cubic yard shovel was used to load the material, hauling was done with 5 cubic yard trucks and a roller and blade were used on the road.

The crushing plant was set up at the specified quarry 5.75 miles west of Prineville near the Prineville-Redmond highway. The quarry was good, the rock breaking into about 6" minus when shot, but due to an extremely expensive set up and low production, due to old equipment and mediocre supervision, a loss is shown on the crushing items. Material was loaded out of the quarry with a 3/4 cubic yard shovel and hauled to the plant in 1-1/2 ton dump trucks. The plant consisted of a 12" x 36" jaw crusher, 36" cone crusher, 2 ~~12~~ screens, 1-60, 1-120 and 1-30 h.p. motors. The average production of the plant while operating was 30.5 cubic yards an hour. A detailed cost of the crushing operations are as follows:

Item	Cost	Quantity	Unit Cost
Move In and Set Up	$ 3,404.20	19,540.3 cu. yd.	0.18
Drill and Shoot	2,741.74	" "	0.14
Load & Haul to Plant	3,223.53	" "	0.16
Crush	8,839.03	" "	0.45
Cost in Bunker			$ 0.93

The oiling was sub-contracted to J. C. Compton at the prices bid.

E. H. CLYMER
Cost Analyst

By
J. D. Nelson

RECEIVED
JAN 31 1941
FOR FILING

43-H-2

January 30, 1941

Mr. Homer G. Johnson
Imperial Hotel
Portland, Oregon

Dear Sir:

As the qualifying notation which you have made on the acceptance sheet which accompanied the final pay voucher for the Prineville Project (Contract 2324) prevents payment of the voucher, we have removed the qualified acceptance sheet from the voucher, have substituted a new acceptance blank and are returning the voucher to you for further handling.

If you are unwilling to accept the deduction of $506.19 made because of the overrun of the specified time limit, we suggest that you proceed at once to present your objections. In the meantime, the voucher should be retained in your possession.

Very truly yours,

R. H. Baldock
Chief Engineer

cc to H. G. Smith
S. H. Probert

43-A-2

January 29, 1941

General Casualty Co. of America
Mansfield & Company
Lewis Building
Portland, Oregon

Gentlemen:

You are hereby notified that State Highway Contract No. 2324 for grading, surfacing and oiling work on the Prineville Section of the Ochoco Highway in Crook County, has been completed by the contractor Homer G. Johnson, and that final settlement will be made by the state with said contractor on or after February 10, 1941.

There are claims filed against this project, of which you have been previously notified, aggregating $717.94.

This notice is served upon you since you appear as surety on the bond furnished by the above contractor. Kindly acknowledge receipt of this letter.

For your information we wish to advise that the total amount paid the contractor in connection with this contract will be $67,585.36, including final payment, of which $26.07 is for force account work. This contract was completed on October 28, 1940, and accepted by the Commission on November 15, 1940.

Very truly yours,

OREGON STATE HIGHWAY COMMISSION

By

Secretary

RS

NOTED
D. G. DeSart

RECEIVED
JAN 27 1941
FOR FILING

43-A-2

January 25, 1941

General Casualty Co. of America
Mansfield and Company
Lewis Building
Portland, Oregon

Gentlemen:

This is to inform you that the Prineville Sand and Gravel Company, Prineville, Oregon, has filed a claim in the amount of $717.94 against the contractor, Homer G. Johnson, and yourself as surety, on contract No. 2324, for grading, surfacing and oiling of the Prineville Section of the Ochoco Highway in Crook County.

Very truly yours,

OREGON STATE HIGHWAY COMMISSION

By

Secretary

DGD:RS

cc Homer G. Johnson
Imperial Hotel
Portland, Oregon

NOTED
D. G. DeSart

January 22, 1941

Prineville Sand & Gravel Company
Prineville, Oregon

Gentlemen: Attention Arther E. Henderson

This will acknowledge receipt of your letter of January 17 and advise that the surety bond for Mr. Homer G. Johnson's contract No. 2524 for grading, surfacing and oiling the Prineville Section of the Ochoco Highway, was furnished by the General Casualty Company of America through their agents, Mansfield and Company, Lewis Building, Portland.

Your claim should be filed against Mr. Johnson and his surety with the Secretary of State within six months from the date of acceptance of this contract by the Commission in accordance with Chapter 517, Laws of 1939, copy of which is enclosed for your guidance.

This contract was completed October 28, 1940, and accepted November 13, 1940.

In accordance with our usual custom we are notifying the surety and the contractor that this claim has been filed.

Very truly yours,

OREGON STATE HIGHWAY COMMISSION

By

Secretary

DGD:RS
encl.

NOTED
D. G. DeSart

Phone 24-J
A. A. HARDESTY

PRINEVILLE SAND & GRAVEL CO.
Crushed, Screened and Washed Gravel
PRINEVILLE, OREGON

Jan. 17, 1941.

State Highway Dept.,
Salem, Oregon.

Dear Sir:-

Having been unable to collect from Homer Johnson, on material furnished for curbs and man holes on the Prineville Project. We feel as though we will have to file on this job. Please advise us, who his Bonding Co. is and what we will have to do to collect this money which is $717.94.

yours respectfully.
Arthur A. Hardesty.

Jon

POST OFFICE BUILDING
PORTLAND, OREGON

1941

reement

er

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FOR FILE

FEDERAL WORKS AGENC
PUBLIC ROADS ADMINISTRATIO

UNITED STATES DEPARTMENT OF AGRICULTURE
BUREAU OF PUBLIC ROADS
DISTRICT No. 1

POST OFFICE BUILDING
PORTLAND, OREGON

STATE HIGHWAY COMMISSION

IN YOUR REPLY PLEASE
REFER TO FILE No.

Stencil No. 124
Ore. FAP 43-A (2)
Prineville Section
Ochoco Highway

January 18, 1941

43-A-2

Mr. R. H. Baldock
State Highway Engineer
Salem, Oregon

Dear Sir:

We are forwarding herewith, for your files, an executed copy of the ____________ project agreement and certificate for the above numbered project.

Very truly yours,

W. H. LYNCH
District Engineer

By T. M. Davis
T. M. Davis
Sr. Highway Engineer

Encls.

Tron

[illegible]-8852

Form P. R. 2

State Oregon

Federal Aid Project No. [illegible]-A (2)

PROJECT AGREEMENT

MEMORANDUM OF AGREEMENT made this 18th day of December, 1940

by and between The Oregon State Highway Commission

, constituting

for the purpose hereof, the Highway Department of the State of Oregon hereinafter called the Highway Department, and the Federal Works Administrator, hereinafter called the Administrator, under and pursuant to the provisions of the act of Congress approved July 11, 1916 (39 Stat., 355), entitled "An Act to provide that the United States shall aid the States in the construction of rural post roads, and for other purposes," and of the act approved November 9, 1921 (42 Stat., 212), entitled "An Act to amend the Act entitled 'An Act to provide that the United States shall aid the States in the construction of rural post roads, and for other purposes,' approved July 11, 1916, as amended and supplemented, and for other purposes," and acts amendatory thereof or supplementary thereto:

Whereas the Highway Department of said State submitted on the 8th day of May, 1940, a revised project statement, which was approved on the 7th day of June, 1940, for the proposed construction of a project consisting of the road hereinafter described; and

Whereas the Highway Department, in accordance with the rules and regulations promulgated for the administration of the Federal Highway Act, has furnished surveys, plans, specifications, and estimates for Section A(2) of said project which were recommended for approval by the District Engineer of the Public Roads Administration on the 29th day of May 1940; and

Whereas the Administrator has certified to the Secretary of the Treasury his approval of said surveys, plans, specifications, and estimates, and the sum of Twenty-seven thousand, six hundred and no/100 dollars ($27,600.00) as the share of the United States payable under said act on account of Section A(2) of said project, which does not exceed the authorized Federal pro rata share of the approved total estimated cost thereof:

Now, therefore, in consideration of the premises and of the several promises to be faithfully performed by each, as hereinafter set forth, the Highway Department and the Administrator do hereby mutually agree as follows:

16—11379

FUNDS AT THE DISPOSAL OF THE HIGHWAY DEPARTMENT

ARTICLE I. Funds for the use of the Highway Department in the construction of said project have been made available in the following manner, to wit:

(*a*) By the State : Chap. 175, laws 1917; Chap. 31, laws 1920; Chap. 329, laws 1939.
(Include date and citation of act of legislature by which authorized)

(*b*) From other sources
(State how placed under direct control of Highway Department)

ROAD EMBRACED IN PROJECT

ARTICLE II. This agreement covers the following highway as described in detail in said surveys, plans, and specifications:

Between survey station 774+20.5 at the west city limits and survey station 26+36 at the east city limits, all in Prineville.

, length 0.988 of a mile~~s~~, in Crook County, being Section A(2) of Oregon Federal Aid project No. 13, consisting of 0.988 of a mile~~s~~ of roadway and no bridge~~s~~, ~~each~~ of more than 20 feet clear span, ~~of a mile in length~~.

CHARACTER AND METHOD OF CONSTRUCTION

ARTICLE III. The Highway Department will construct or cause to be constructed to final completion said project, in strict compliance with said plans and specifications, which are made a part hereof, under its direct supervision, which shall include adequate inspection throughout the course of construction, subject at all times to inspection and approval by the Administrator or his agents, and in accordance with the laws of said State, the rules and regulations of the Administrator, and the following conditions:

(*a*) It is agreed that the construction work on the project shall be performed by contract, unless the performance thereof by force account shall be approved by the Administrator or his authorized representatives. Such construction work as may be performed by force account shall be paid for on the basis of the units of work performed at the unit prices set forth in the estimate as approved by the Administrator, except that where the total actual cost is ascertained to be less than the estimate so approved the total Federal payments shall not exceed the Federal pro rata share of such total actual cost.

UNITED STATES PRO RATA SHARE OF THE COST OF SAID PROJECT

ARTICLE IV. The United States pro rata share of the value of the labor and materials which shall be actually put into the construction of Section A(2) of said project shall not in any event exceed the sum of Twenty-seven thousand, six hundred and no/100 dollars ($27,600.00), certified to the Secretary of the Treasury as above mentioned, which does not exceed the authorized Federal pro rata share of Forty-five thousand, two hundred thirty-four and 12/100 dollars ($45,234.12), the approved total estimated cost of Section A(2) of said project.

PAYMENTS

ARTICLE V. As the construction of said project progresses, the Administrator shall from time to time draw warrants on the Secretary of the Treasury for the payment to the State Treasurer (Official or depository) hereby designated by the Highway Department for that purpose and authorized under the laws of said State to receive public funds of the State of Oregon (Name) of such sums as shall not, together with previous payments, exceed the United States pro rata share, as above specified, of the value, as determined by the Administrator after inspection and approval, of the labor and materials which have actually been put into said construction work in compliance with the requirements of Article III hereof.

The Administrator reserves the right to withhold such sum as he may deem necessary to insure completion of construction in compliance with said plans and specifications.

MAINTENANCE OF PROJECT

ARTICLE VI. The Highway Department will maintain said project in compliance with said acts of July 11, 1916, and November 9, 1921, out of funds which have been or will be made available therefor by said State in the manner herein set forth, to wit: Chap. [illegible], Laws 1939. (Include reference to statute authorizing funds and probable amount annually available)

The Highway Department will use every means within its power to insure proper and permanent maintenance of said project, and to that end will provide for the constant making of needed repairs to preserve a smooth-surfaced highway.

Showing of authority of the Highway Department to execute agreements will be found in the agreement for project No. 112.

In witness whereof the parties have hereunto affixed their signatures, the Highway Department on the day and year first above written and the Administrator on the ______ day of

JAN 3 1941, 19__

OREGON STATE HIGHWAY COMMISSION
(Official title of Highway Department)

By Henry F. Cabell
Chairman, State Highway Commission
(Title of officer)

By ______
Member, State Highway Commission
(Title of officer)

By ______
Member, State Highway Commission
(Title of officer)

By ______
______
(Title of officer)

By ______
______
(Title of officer)

FEDERAL WORKS ADMINISTRATOR,

By ______
Acting Commissioner of Public Roads.

Form PR. 8—Revised

FEDERAL WORKS AGENCY
PUBLIC ROADS ADMINISTRATION

CERTIFICATE OF APPROVAL OF PLANS, SPECIFICATIONS, AND ESTIMATES

(Under "An Act to provide that the United States shall aid the States in the construction of rural roads, and for other purposes," approved July 11, 1916, and acts amendatory thereof and supplementary thereto.)

To

THE SECRETARY OF THE TREASURY, AND

THE STATE HIGHWAY DEPARTMENT OF THE STATE OF Oregon

Pursuant to the acts above cited, I hereby certify—

FIRST. That in accordance with the provisions of said acts, I have approved the plans, specifications, and estimates submitted by the State Highway Department of the State of Oregon for the construction of a highway designated in the records of this Agency as Federal Aid Project No. 43-A(2) State of Oregon.

SECOND. That in accordance with said provisions I have approved the sum of $45,234.12 as the total estimated cost of said project, and the sum of $27,600.00 as the share of the United States, payable under said acts on account of such project, which does not exceed the authorized Federal pro rata share of said total estimated cost.

Done at the city of Washington, this ______ day of JAN 3 1941

one thousand nine hundred and ______

FEDERAL WORKS ADMINISTRATOR,

By H. O'Leary
Acting Commissioner of Public Roads.

U. S. GOVERNMENT PRINTING OFFICE 10—10130

RECEIVED
JAN 1[illegible]

[illegible]-P-2

January 15, 1941

Mr. Homer G. Johnson
Imperial Hotel
Portland, Oregon

Dear Sir:

At the meeting of the State Highway Commission held on November 15, 1940, the following action was taken on your request for an extension of time:

> "Homer G. Johnson, Contract No. 2524, for grading, surfacing and oiling the Prineville Section of the Ochoco Highway, in Crook County, requested an extension of time of 30 days, from September 30 to October 30, 1940, within which to complete this job. He attributed his failure to complete the project within the specified time limit to bad weather conditions and unexpected breakdowns of his equipment. The Engineer advised that he knows of no good reason that could be given by the contractor for failure to complete the job within the specified time. He recommended in view thereof that the extension of time requested be granted but that the contractor be charged with the costs of engineering incurred by the state subsequent to the specified date of completion. A letter was presented from the Public Roads Administraion concurring therein. The Commission approved the recommendation unanimously."

Very truly yours,

OREGON STATE HIGHWAY COMMISSION

By

Secretary

RS

cc - Wm. E. Chandler

RECEIVED
DEC 23 1940
FOR FILING

FA 43-A-2

December 20, 1940

Mr. W. H. Lynch
District Engineer
Public Roads Administration
Post Office Box 3900
Portland, Oregon

Dear Sir:

We are enclosing herewith two signed copies of project agreement for the Prineville Section, Project No. FA 43-A (2).

Very truly yours,

R. H. BALDOCK
Chief Engineer

By

S. H. Probert
Office Engineer

Dict. by J. W. Nash/GS

Encl.

FEDERAL WORKS AGENCY
PUBLIC ROADS ADMINISTRATION
DISTRICT ONE

MONTANA
OREGON
WASHINGTON

POST OFFICE BUILDING
PORTLAND, OREGON

December 6, 1940

Mr. R. H. Baldock
State Highway Engineer
Salem, Oregon

Oregon Federal Aid Project No. 43-A (2)
Prineville Section of the
Ochoco Highway

Dear Sir:

We are forwarding herewith two copies of proposed project agreement for signature and return to this office.

Enclosed is an approved copy of the detail estimate, upon which the agreement was based, together with approved copy of specifications.

Final inspection of this project was made by a representative of this office on November 7, 1940. Prompt submission of the final voucher will be appreciated.

Very truly yours,

W. H. LYNCH
District Engineer

By: L Caufield
L. J. Caufield
Sr. Highway Engineer

Encls.

D. G. DeSart

RECEIVED
NOV 27 1940
FOR FILING

41-9-2

November 27, 1940

GENERAL CASUALTY COMPANY OF AMERICA
Mansfield & Company, Agents
Lewis Building
Portland, Oregon

Gentlemen:

You are advised that it is the intention of the State Highway Commission to make semi-final payment to Homer G. Johnson on Contract No. 2324, Prineville Section of the Ochoco Highway, in Crook County. This payment, in the amount of $9,753.28, will be made on or after December 7, 1940.

The state is not advised of any unpaid claims for labor or materials, or of the existence of any claims, debts, dues, or demands incurred in the performance of such work and remaining unsatisfied, and you are advised that the state assumes no responsibility for any such claims should there be any.

The retained percentage on this job is $1,976.44.

Kindly acknowledge receipt of this letter.

Very truly yours,

STATE HIGHWAY COMMISSION

By
Secretary

DGD:MBL

NOTED
D. G. DeSart

Form E-1—8M—8-40

1-A-2

OREGON STATE HIGHWAY COMMISSION

FIELD ENGINEER'S WEEKLY REPORT

FOR CONSTRUCTION PROJECTS ONLY

For Week Ending November 23, 1940

Section Prineville

Kind of work Grading, Surfacing & Oiling

Highway Ochoco

Section prefix 7-1002

Contractor Homer G. Johnson

Contract number 2324

Date of contract June 15, 1940

Date of completion September 30, 1940

Date work started July 2, 1940

Estimated date of completion October 28, 1940

Amount of contract $ 64266.80

Per cent of time elapsed %

Estimated cost of completed project, exclusive of engineering $ 65880.

Per cent of contract completed, based on total contract price 100 %

Engineering cost to date, $ 4785., 7.4 %

Date project was completed October 28, 1940

General information covering progress of work by party and by contractor, important development, instructions to contractors, instructions from Division Engineers, exchanges in personnel of party, etc.:

Semi-final estimate mailed to Division Engineer on November 20.

Final Report.

NOTED

NOTED
[illegible] SMITH

Signed John T. [illegible]

Address Lakeview

Mail original copy to Salem and duplicate copy to Division Engineer on Saturday of each week, retain triplicate copy for your own file

	GRADING	SURFACING	MAINTENANCE MATERIALS	OIL AND BITUMINOUS MACADAM	PAVING
Miles in project	1.73	1.51		1.51	
Miles partially completed					
Miles completed	1.73	1.51		1.51	
Total estimated quantities	19450.	19400.	6500.	3100 cy. 282 tons	
Estimated quantities moved or placed to date	16795.	22436.	6200.	3404 cy. 307 tons	
Average daily quantities					
Average daily quantities necessary to complete project on time					
Number shifts per day					
Hours per shift					
Average force on project for week					

Percentages of men employed on contract to be secured from:

.... County, ...%; .... County, ...%; .... County, ...%; .... County, ...%

	NUMBER USED AND SECURED FROM					CONTRACTOR'S KEY MEN, ETC.	TOTAL
	COUNTY	COUNTY	COUNTY	COUNTY	OTHER SOURCES		
Men							
Men and teams							
Men and trucks under 3 tons							
Men and trucks over 3 tons							
Men and tractors							

Equipment used during week: Shovels ...., Power graders ...., Rollers ...., Mixers ...., Crushing or screening plants ....,

Compressors ...., Bulldozers ...., Sheet-foot rollers ...., ..., ..., ...

	WEATHER	HRS. DELAY	CAUSE OF DELAY
Sunday			
Monday			
Tuesday			
Wednesday			
Thursday			
Friday			
Saturday			

STATE PRINTING DEPT.

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43-A-2

November 9, 1940

Mr. W. H. Lynch
District Engineer
Public Roads Administration
P. O. Box 3900
Portland, Oregon

Dear Sir:

Herewith are enclosed seven copies of estimate as basis for project agreement for the Prineville Section, Project No. FA 43-A (2).

Very truly yours,

R. H. BALDOCK
Chief Engineer

By

S. H. Probert
Office Engineer

Dict. by J. W. Nash/ER

Encl.

Oregon State Highway Department　　　　Federal Aid Project No. 43-A (2)

PRINEVILLE SECTION OF THE

OCHOCO HIGHWAY IN CROOK COUNTY

(Estimate as basis for project agreement. Based on low bid prices).

Salem, Oregon, November 1, 1940

Original Project
Sta. 774+20.5 to 800+22.8 = 0+19.0

All Required		Clearing and Grubbing		$ 704.00
870	cu. yds.	Trench Excavation	$ 1.00	870.00
5,700	cu. yds.	Excavation, Single Classif.	.20	1,140.00
1,500	yd. mi.	Truck Haul	.15	225.00
0.49	mile	Finishing Roadbed and Slopes	300.00	147.00
80	sq. yds.	Removal of Crosswalks	.22	17.60
200	lin. ft.	Removal of Curbs	.12	24.00
970	lin. ft.	8" Sewer Pipe	.55	533.50
1,020	lin. ft.	10" Sewer Pipe	.70	714.00
1,060	lin. ft.	12" Sewer Pipe	.90	954.00
120	lin. ft.	48" Corr. Iron Pipe	10.00	1,200.00
15	only	Concrete Catch Basins	20.00	300.00
4	only	Special Concrete Manholes	100.00	400.00
240	cu. yds.	Concrete Curbs and Gutters	12.00	2,880.00
3,100	cu. yds.	Pit-run Gravel Subbase	.37	1,147.00
2,850	cu. yds.	4½" - 2" Rock in Base	1.38	3,933.00
1,600	cu. yds.	3/4" - 0" Rock in Base	1.38	2,208.00
130	M-gal.	Sprinkling	1.25	187.50
0.49	mile	Preparation of Base	150.00	73.50
1,000	cu. yds.	Mineral Aggregate in Place	2.45	2,450.00
70	tons	Asphalt in Place	23.00	1,610.00
18	tons	Emulsified or RC-3 Asphalt in Seal Coat	24.00	432.00
			Subtotal	$ 22,150.10
			10% Engr. & Cont.	2,215.01
			Total	$ 24,365.11

Length	0.493 mile
Cost per mile	$ 49,422.12

Extension - Sta. 0+19.0 to 26+35.0

All Required		Clearing and Grubbing		$ 706.00
975	cu. yds.	Trench Excavation	$ 1.00	975.00
6,300	cu. yds.	Excavation, Single Classif.	.20	1,260.00
4,500	yd. mi.	Truck Haul	.15	675.00
0.50	mile	Finishing Roadbed and Slopes	300.00	150.00
280	sq. yds.	Removal of Crosswalks	.22	61.60
400	lin. ft.	Removal of Curbs	.12	48.00
1,530	lin. ft.	8" Sewer Pipe	.55	841.50
980	lin. ft.	10" Sewer Pipe	.70	686.00
340	lin. ft.	12" Sewer Pipe	.90	306.00
18	only	Concrete Catch Basins	20.00	360.00
3	only	Special Concrete Manholes	100.00	300.00
80	cu. yds.	Concrete Curbs and Gutters	12.00	960.00
2,900	cu. yds.	Pit-run Gravel Subbase	.37	1,073.00
2,750	cu. yds.	4½" - 2" Rock in Subbase	1.38	3,795.00
1,500	cu. yds.	3/4" - 0" Rock in Base	1.38	2,070.00
130	M-gal.	Sprinkling	1.25	162.50
0.50	mile	Preparation of Base	150.00	75.00
990	cu. yds.	Mineral Aggregate in Place	2.45	2,425.50
70	tons	Asphalt in Place	23.00	1,610.00
18	tons	Emulsified or RC-3 Asphalt in Seal Coat	24.00	432.00
			Subtotal	$ 18,972.10
			10% Engr. & Cont.	1,897.21
			Total	$ 20,869.31

Length 0.495 mile
Cost per mile $ 42,160.22

SUMMARY OF FUNDS REQUESTED

Item	Total Cost	Federal Aid Funds	State Funds
Original Project	$ 24,365.11	$ 14,866.00	$ 9,499.11
Extension	20,869.31	12,734.00	8,135.31
	$ 45,234.42	$ 27,600.00	$ 17,634.42

NON-PARTICIPATING ITEMS

Work on Detour

70	lin. ft.	12" Corr. Iron Pipe	$ 1.75	$ 122.50
110	cu. yds.	Mineral Aggregate in Place	2.45	269.50
10	tons	Asphalt in Place	23.00	230.00
				$ 622.00
			Total Cost of Project	$45,856.42

State Funds for Construction: Chap. 175, laws 1917; Chap. 31, laws 1920;
Chap. 529, laws 1939
State Funds for Maintenance: Chap. 529, laws 1939

[illegible]

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November 19, 1940

Mr. W. H. Lynch
District Engineer
Public Roads Administration
Post Office Box 3900
Portland, Oregon

Dear Sir:

Reference is made to the inquiry contained in your letter of November 18, 1940, concerning the item of "Removal of Crosswalks" shown in the agreement estimate for the Prineville Section, Project No. FA 43-A (2).

The item is listed in the contract as "Removal of Sidewalks" and the agreement estimate, accordingly, should be corrected to conform with that item. The item was originally listed in the plan quantity summary as shown in the agreement estimate although subsequently corrected and it is possible the sets of blueprint plans sent to your office list the item incorrectly.

Very truly yours,

R. H. BALDOCK
Chief Engineer

By

S. H. Probert
Office Engineer

Dict. by J. W. Nash/GS

FEDERAL WORKS AGENCY
PUBLIC ROADS ADMINISTRATION
DISTRICT ONE

MONTANA
OREGON
WASHINGTON

POST OFFICE BUILDING
PORTLAND, OREGON

November 18, 1940

Mr. R. H. Baldock
State Highway Engineer
Salem, Oregon

Dear Sir:

Reference is made to proposed agreement estimate for Oregon Federal Aid Project 43-A (2), the Prineville Section of the Ochoco Highway, received with your letter of November 9, 1940. This estimate includes an item "Removal of Crosswalks", apparently for work listed in all P.S.& E. documents, and the bid tabulation as "Removal of Sidewalks".

We can make any necessary correction on the estimate, but before doing so, we would like your confirmation concerning the term actually used in the contract for the item. We will take no action on the estimate until we hear further from you.

Very truly yours,

W H Lynch
W. H. LYNCH
District Engineer

RECEIVED
JUL 2 1940
FOR FILING

43-B-2

July 1, 1940

Mr. Homer G. Johnson
Imperial Hotel
Portland, Oregon

Dear Sir:

We are forwarding to you today, by express, a fully executed copy of Contract No. 2324 which was awarded to you on June 13, 1940, for grading, surfacing and oiling the Prineville Section of the Ochoco Highway, in Crook County. This is for your records and files.

Very truly yours,

STATE HIGHWAY COMMISSION

By

Secretary

DD:AM

July 1, 1940

General Casualty Company of America
Mansfield & Company
Lewis Building
Portland, Oregon

Gentlemen:

We are forwarding to you today, by express, a fully executed copy of Contract No. 2324 which was awarded to Homer G. Johnson on June 13, 1940, for grading, surfacing and oiling the Prineville Section of the Ochoco Highway, in Crook County.

This is being forwarded to you inasmuch as you appear surety on the bond furnished by the contractor and is for your records and files.

Very truly yours,

STATE HIGHWAY COMMISSION

By

Secretary

BD:AM

RECEIVED
JUN 26 1940
FOR FILING

11-A-2

June 25, 1940

La Grande Concrete Pipe Co.
P. O. Box 255
La Grande, Oregon

Attention of Mr. D. W. Kline

Gentlemen:

In accordance with your request of June 24, we enclose herewith one copy of the special provisions for the concrete sewer pipe to be used on the Prineville Section of the Ochoco Highway in Crook County, together with a copy of the standard specifications referred to in those special provisions.

Very truly yours,

R. H. BALDOCK
State Highway Engineer

By

S. H. Probert
Office Engineer

VGO'N:ER

Encl.

RRIGATION PIPE DRAIN P SEWER PIPE CU RT PIPE SAND AND GRAVEL

LA GRANDE CONCRETE PIPE CO.

P. O. BOX 255 LA GRANDE, OREGON FACTORY, ISLAND CITY, ORE.

PHONE MAIN 120

RECEIVED

June 24, 1940

Oregon State Highway Commission
Salem, Oregon

Gentlemen:

Will you please send us as soon as possible a copy of the special provisions and specifications for the Concrete Sewer pipe on the Prineville highway project which was awarded to Homer Johnson at the lastletting.

Thanking you, we are

Sincerely yours,
DWKline
La Grande Concrete Pipe Co.
D.W.Kline

FORM 5-A-1 5M 4-39

Commissioners
HENRY F. CABELL, CHAIRMAN, PORTLAND
E. B. ALDRICH, PENDLETON
HURON W. CLOUGH, CANYONVILLE

H. B. GLAISYER, SECRETARY

RECEIVED
JUN 24 1940
FOR FILING

43-A-2

R. H. BALDOCK
STATE HIGHWAY ENGINEER
SALEM

C. B. McCULLOUGH
ASSISTANT HIGHWAY ENGINEER
SALEM

OREGON STATE HIGHWAY COMMISSION

SALEM

IN REPLY PLEASE
REFER TO FILE NO.

June 12, 1940

Mr. W. H. Lynch
District Engineer
Public Roads Administration
Post Office Box 3900
Portland, Oregon

Dear Sir:

Please be advised that all necessary right of way has been acquired for the Prineville Section, Project No. FA 43-A(2).

Very truly yours,

R. H. BALDOCK
State Highway Engineer

By

S. H. Probert
Office Engineer

Dict. by J. W. Nash/GS

Fon

COMMISSIONERS
HENRY F. CABELL, CHAIRMAN, PORTLAND
E. B. ALDRICH, PENDLETON
HURON W. CLOUGH, CANYONVILLE

H. B. GLAISYER, SECRETARY

R. H. BALDOCK
STATE HIGHWAY ENGINEER
SALEM
C. B. McCULLOUGH
ASSISTANT STATE HIGHWAY ENGINEER
SALEM

OREGON STATE HIGHWAY COMMISSION
SALEM

IN REPLY PLEASE REFER TO FILE NO.

RECEIVED
JUN 21 1940
FOR FILING

43-A-2

June 20, 1940

Mr. W. E. Lynch
District Engineer
Public Roads Administration
Post Office Box 3900
Portland, Oregon

Attention: Mr. T. M. Davis

Dear Sir:

We are enclosing herewith three copies of encroachment and traffic resolution for the City of Prineville, for that part of Third Street from the west city limits of Prineville to the east city limits of Prineville; also, Main Street from the south line of West 10th Street to a point 28 feet south of the intersection of East and West 1st Street with Main Street, this being Project FA 43-A (2).

Very truly yours,

R. H. BALDOCK
State Highway Engineer

By Oscar Cutler

Oscar Cutler
Asst. Office Engineer

OC:ME

Encl.

cc Mr. J. W. Nash ✓

Tron

RECEIVED
JUN 20 1940
FOR FILING

43-A-2

June 18, 1940

Mr. Homer G. Johnson
Imperial Hotel
Portland, Oregon

Dear Sir:

We are forwarding to you today, by express, four copies of Contract No. 2324 which was awarded to you on June 13, 1940, for 1.67 miles grading and 1.51 miles surfacing and oiling on the Prineville Section of the Ochoco Highway, in Crook County.

Will you kindly execute all four copies of this contract as to agreement and bond and return them to this office for approval by the Highway Commission. When this is done a fully executed copy will be returned to you for your records and files. We will also send an executed copy to the surety on your bond.

Your special attention is called to the provision under Section 5, page 14, of the General Provisions, relating to the Workmen's Compensation Act. You are expected to accept the terms of this act and to carry on your work under this contract in strict conformance thereto.

Your attention is also called to the mimeographed page immediately preceding the colored pages, relating to the payment by the contractor of amounts due hospital associations, et cetera.

Very truly yours,

STATE HIGHWAY COMMISSION

By

AM

Secretary

FR 45-A-2

June 14, 1940

Mr. Homer G. Johnson
Imperial Hotel
Portland, Oregon

Dear Sir:

The State Highway Commission on June 13, 1940, awarded you the contract for 1.67 miles grading and 1.51 miles surfacing and oiling, also furnishing of 6,500 cu. yds. crushed rock in stock piles, on the Prineville Section of the Ochoco Highway, in Crook County. This award was based on your low bid of $64,226.80 submitted on that date.

Contract forms will be sent to you for execution within the next few days.

Very truly yours,

Secretary

AM

cc - Mr. S. H. Probert
Mr. G. S. Paxson

FEDERAL WORKS AGENCY
PUBLIC ROADS ADMINISTRATION
DISTRICT ONE

MONTANA
OREGON
WASHINGTON

POST OFFICE BUILDING
PORTLAND, OREGON

FH 43-A-2

June 13, 1940

Mr. R. H. Baldock
State Highway Engineer
Salem, Oregon

Dear Sir:

This is to confirm our verbal concurrence in award of contract, as of this date, for Oregon Federal Aid Project No. FAP 43-A (2), Prineville Section of Ochoco Highway, to Homer G. Johnson, Portland, Oregon, who submitted the low bid.

Very truly yours,

W H Lynch

W. H. LYNCH
District Engineer

FA 45-A-7

PACIFIC POWER & LIGHT COMPANY
PUBLIC SERVICE BUILDING
PORTLAND, OREGON

June 3, 1940

Mr. R. H. Baldock
State Highway Engineer
Salem, Oregon

Attention: Mr. S. H. Probert

Dear Mr. Baldock:

We acknowledge receipt of plans for the proposed improvement of Third and Main Streets in the city of Prineville.

We are making investigation to determine what changes are necessary in our water mains in order not to interfere with this improvement.

Very truly yours,

R. L. Stout

R. L. Stout

RLS:lr

FA 43-A-2

May 29, 1940

Mr. W. H. Lynch
District Engineer
Public Roads Administration
P. O. Box 3900
Portland, Oregon

Dear Sir:

In order that the portion of Third Street in Prineville, which is to be graded and surfaced as Project FA 43-A (2), may be made available for use by through traffic on the Ochoco Highway, the Highway Commission will provide a temporary surfaced roadway between the west end of the project and Second Street, the street over which the Ochoco Highway travel has heretofore been routed.

The work involved in grading and surfacing the temporary connection will be considered a non-participating item.

Very truly yours,

R. H. BALDOCK
State Highway Engineer

By

S. H. Probert
Office Engineer

SHP:ER

cc to H. G. Smith
W. E. Chandler

FEDERAL WORKS AGENCY
PUBLIC ROADS ADMINISTRATION
DISTRICT ONE

MONTANA
OREGON
WASHINGTON

POST OFFICE BUILDING
PORTLAND, OREGON

May 29, 1940.

Mr. R. H. Baldock,
State Highway Engineer,
Salem, Oregon.

Dear Sir:

P.S.& E. documents for Oregon Federal Aid Project No. 43-A(2), the Prineville Section of the Ochoco Highway, have today been recommended for approval, subject to final review and approval by the Commissioner of Public Roads. This is your authority for advertising.

Concurrence in award will be withheld pending approval of the revised project statement.

Prompt submission of the bid tabulation and agreement estimate will be appreciated.

Very truly yours,

W. H. LYNCH
District Engineer

By L Caufield
L. J. Caufield
Sr. Highway Engineer

FA 43-A-2

May 27, 1940

Mr. W. H. Lynch
District Engineer
Public Roads Administration
P. O. Box 3900
Portland, Oregon

Dear Sir:

This is to advise that, in connection with the Prineville Project, FA 43-A (2), all oiling work and culvert installation work to be done on detours and paid for at contract unit prices, will be considered non-participating in so far as federal funds are concerned. The quantities involved are as follows:

12-inch Corrugated Iron Pipe	70 lin. ft.
Mineral Aggregate in Place	110 cu. yds.
Asphalt in Place	10 tons

These quantities should be eliminated from the estimate of participating quantities submitted with the plans. They will be shown as non-participating items in the estimate to be used as a basis for the project agreement.

Very truly yours,

R. H. BALDOCK
State Highway Engineer

By

S. H. Probert
Office Engineer

SHP:ER

May 22, 1940

Mr. W. H. Lynch
District Engineer
Public Roads Administration
Post Office Box 3900
Portland, Oregon

Dear Sir:

We are sending, under separate cover, five bid proposals for the Prineville Section, Project No. FA 43-A (2).

These proposals have been ~~renewed~~ revised to include additional work of improving "A" (Main) Street in the City of Prineville. There is no change in the work on which Federal cooperation is being requested, however, as this additional work is to be a State project.

On the summary sheet of the plans, the explanatory note for the item 12" Corrugated Iron Pipe which reads "On Detour on J Street" should be corrected to read "On Detour."

Very truly yours,

R. H. BALDOCK
State Highway Engineer

By

S. H. Probert
Office Engineer

Dict. by J. W. Nash/MK

May 11, 1940

Mr. W. H. Lynch
District Engineer
Public Roads Administration
Post Office Box 3900
Portland, Oregon

Dear Sir:

We are enclosing herewith seven copies of estimate and three copies of right of way statement for the Prineville Section, Project No. FA 43-A (2).

Five bid proposals and five sets of blueprint plans are being sent under seperate cover.

Very truly yours,

R. H. BALDOCK
State Highway Engineer

By

S. H. Probert
Office Engineer

Dict. by J. W. Nash/GS

Encl.

Oregon State Highway Department   Federal Aid Project No. 43-A (2)

PRINEVILLE SECTION OF THE

OCHOCO HIGHWAY IN CROOK COUNTY

(Estimate to accompany plans and specifications. Not as basis for project agreement.)

Salem, Oregon, May 10, 1940

Original Project
Sta. 774+20.5 to 800+22.8 - 0+19.0

All Required		Clearing and Grubbing		$ 200.00
870	cu. yds.	Trench Excavation	$ 1.00	870.00
5,700	cu. yds.	Excavation, Single Classif.	.30	1,710.00
1,500	yd. mi.	Truck Haul	.12	180.00
0.49	mile	Finishing Roadbed and Slopes	500.00	245.00
80	sq. yds.	Removal of Sidewalks	.10	8.00
200	lin. ft.	Removal of Curbs	.10	20.00
970	lin. ft.	8" Sewer Pipe	.60	582.00
1,020	lin. ft.	10" Sewer Pipe	.80	816.00
1,060	lin. ft.	12" Sewer Pipe	.90	954.00
120	lin. ft.	48" Corr. Iron Pipe	8.00	960.00
15	only	Concrete Catch Basins	25.00	375.00
4	only	Special Concrete Manholes	50.00	200.00
240	cu. yds.	Concrete Curbs and Gutters	20.00	4,800.00
3,100	cu. yds.	Pit-run Gravel Subbase	.40	1,240.00
2,850	cu. yds.	4½" - 2" Rock in Base	1.05	2,992.50
1,600	cu. yds.	3/4" - 0" Rock in Base	1.00	1,600.00
150	M-gal.	Sprinkling	1.00	150.00
0.49	mile	Preparation of Base	200.00	98.00
1,000	cu. yds.	Mineral Aggregate in Place	2.10	2,100.00
70	tons	Asphalt in Place	19.00	1,330.00
18	tons	Emulsified or RC-3 Asphalt in Seal Coat	19.00	342.00
			Subtotal	$ 21,772.50
			10% Engr. & Cont.	2,177.25
			Total	$ 23,949.75

Length	0.493 mile
Cost per mile	$ 48,579.61

Extension - **Sta. 0+19.0 to 26+36.0**

All Required		Clearing and Grubbing		$ 200.00
975	cu. yds.	Trench Excavation	$ 1.00	975.00
6,300	cu. yds.	Excavation, Single Classif.	.30	1,890.00
4,500	yd. mi.	Truck Haul	.12	540.00
0.50	mile	Finishing Roadbed and Slopes	500.00	250.00
280	sq. yds.	Removal of Sidewalks	.10	28.00
400	lin. ft.	Removal of Curbs	.10	40.00
1,530	lin. ft.	8" Sewer Pipe	.60	918.00
980	lin. ft.	10" Sewer Pipe	.80	784.00
340	lin. ft.	12" Sewer Pipe	.90	306.00
70	lin. ft.	12" Corr. Iron Pipe	1.25	87.50
18	only	Concrete Catch Basins	25.00	450.00
3	only	Special Concrete Manholes	50.00	150.00
80	cu. yds.	Concrete Curbs and Gutters	20.00	1,600.00
2,900	cu. yds.	Pit-run Gravel Subbase	.40	1,160.00
2,750	cu. yds.	4½" - 2" Rock in Subbase	1.05	2,887.50
1,500	cu. yds.	3/4" - 0" Rock in Base	1.00	1,500.00
130	M-gal.	Sprinkling	1.00	130.00
0.50	mile	Preparation of Base	200.00	100.00
1,100	cu. yds.	Mineral Aggregate in Place	2.10	2,310.00
80	tons	Asphalt in Place	19.00	1,520.00
18	tons	Emulsified or MC-3 Asphalt in Seal Coat	19.00	342.00
			Subtotal	$ 18,168.00
			10% Engr. & Cont.	1,816.80
			Total	$ 19,984.80

Length 0.495 mile
Cost per mile $ 40,373.33

SUMMARY OF FUNDS REQUESTED

Item	Total Cost	Federal Aid Funds	State Funds
Original Project	$ 23,949.75	$ 14,609.00	$ 9,340.75
Extension	19,984.80	12,191.00	7,793.80
	$ 43,934.55	$ 26,800.00	$ 17,134.55

PRINEVILLE SECTION

PROJECT NO. FA 43-A (2)

While negotiations for right of way are in progress some 37 parcels have not been acquired, nor has the right to occupy and use these parcels been secured, but it is now believed that the right of way can be made fully available within 30 days.

R. H. BALDOCK
State Highway Engineer

By

S. H. Probert
Office Engineer

May 10, 1940

CONTRACT# 2325

FAS 71-A-1 Germantown Rd.-Barnes Rd. 1940
Sec., Skyline Blvd., County Rd.
#2325

RECEIVED
DEC 21 1942
FOR FILING

FAS 71-A-1

December 19, 1942

Wilderman & Kobin
Park Building
Portland, Oregon

Attention: M. B. Kobin

Gentlemen:

This acknowledges receipt of your letter of December 14, 1942, requesting a certified copy of Homer G. Johnson's contract and bond, No. 2325, and inclosing an affidavit of the claim of the City Motor Trucking Company, Inc., against Mr. Johnson in connection with contract No. 2325.

I am pleased to hand you herewith a certified copy of the contract and bond, as requested.

This contract was completed on August 8, 1941, and was accepted by the Commission on October 17, 1941.

Very truly yours,

Secretary

AM

REFERRED TO
Miss [illegible]
BY SECRETARY

note on card

SAM H. WILDERMAN
NORMAN B. KOBIN

TELEPHONE BE 1108

LAW OFFICES OF
WILDERMAN AND KOBIN
PARK BUILDING
PORTLAND, OREGON

December 14, 1942.

REFERRED TO [illegible]
BY SECRETARY

[illegible] please send a certified copy of the contract, also the other information. [illegible]

Earl Snell
Secretary of State
Salem, Oregon

Dear Sir:

Enclosed kindly find affidavit of Porter W. Yett in compliance with Section 98-101 O. C. L. A. and we request that you forward to this office a certified copy of the contract and bond of Homer G. Johnson contractor on State Highway Contract No. 2325.

The above affidavit discloses that the materials furnished by the City Motor Trucking Co. Inc. to Johnson remain unpaid for. We filed our notice of lien last December, 1941, within six months of the date of the acceptance of the work by the Commission. It would be appreciated if you could advise the exact date if any, which the work was accepted by the Commission.

It is our intention to file immediate suit on this claim and we therefore will appreciate your usual immediate attention to this matter.

Very truly yours,
WILDERMAN & KOBIN
by N B Kobin

NBK/l
encl.

Respectfully referred to State Highway Commission
STATE DEPARTMENT

RECEIVED
1942

SECRETARY
RECEIVED
DEC 15 1942
EARL SNELL

STATE OF OREGON)
) ss.
County of Multnomah)

I, Porter W. Yett, being first duly sworn, depose and say as follows:

That I am the President of the City Motor Trucking Co., Inc., an Oregon corporation; that prior to the expiration of six months from the date of the acceptance of the work more definitely set forth hereinafter, and on the 5th day of December, 1941, the said City Motor Trucking Co., Inc., caused to be filed with the Secretary of the State of Oregon, a notice of claim against the bond taken from Homer G. Johnson, principal and General Casualty Company, surety, for materials furnished on contract No. 2325;

That the said City Motor Trucking Co., Inc. furnished materials to the said Homer G. Johnson, which materials were used by the said Homer G. Johnson, the contractor on Secondary Highway Job on Skyline Blvd., and being State Highway Contract No. 2325; that the value of said materials so furnished was, and is the sum of $1562.37; that although demand has often been made of the said Homer G. Johnson and the said General Casualty Company no part of said sum has been paid;

That all the above facts are withinthe personal knowledge of the affiant; that this affidavit is made pursuant to a request of the claimant herein to be provided with a certified copy of the said contract and bond, and is made pursuant to, and in compliance with Section 98-101 O. C. L. A.

Porter W. Yett
PRESIDENT
CITY MOTOR TRUCKING CO., INC.

Subscribed and sworn to before me this 11th day of December, 1942.

Porter W. Yett Jr.
Notary Public for Oregon
My Comm. Exp. August 4, 1944

REC[illegible]D
MA[illegible]
FO[illegible]NG
F[illegible]11-A-1

May 2, 1942

Honorable Earl Snell
Secretary of State
Salem, Oregon

Dear Sir:

This acknowledges receipt of your letter of May 1, 1942, enclosing a copy of a letter from Day, Hampson & Nelson, advising that the claim by Standard Oil Company of California for $3,973.16, against Homer G. Johnson's contract No. 2325, for work on the Germantown Road-Barnes Road Section of Skyline Boulevard in Multnomah County, has been satisfied.

Very truly yours,

OREGON STATE HIGHWAY COMMISSION

By

Secretary

RS

NOTED
D. G. DeSart

1859

EARL SNELL
SECRETARY OF STATE
SALEM, OREGON

May 1, 1942

Oregon State Highway Commission
Salem, Oregon

Gentlemen: Attention Mr. H.B. Glaisyer

There is enclosed for your information, a copy of a letter from Dey, Hampson & Nelson advising that the claim by Standard Oil Company of California for $3973.16 against contract No. 2945, has been satisfied.

Very truly yours,

Earl Snell
Secretary of State

l:FO

RECEIVED
MAY 2 - 1942
STATE [illegible] COMMISSION

COPY

DEY, HAMPSON & NELSON
Attorneys at Law
[illegible] Pacific Building
Portland, Oregon

April 30, 1942

Hon. Earl Snell,
Secretary of State,
Salem, Oregon.

Dear Sir:

On January 3, 1942, we filed a notice of the claim of the Standard Oil Company of California in the sum of $3,973.16 against the bond taken from Homer G. Johnson, principal, and the [illegible] Company of America, surety, for the work of construction of bituminous macadam on Germantown Road - Burnside Road Sectionof the Skyline Boulevard in Multnomah County, Oregon, Oregon State Highway Contract No. 3[illegible].

Please be advised that this claim has been paid in full, and we request that you make proper notations on your records to that effect.

Very truly yours,

DEY, HAMPSON & NELSON

14/[illegible]

cc State Highway Commission

RECEIVED
MAY 2 1942
FOR FILING

FAS-71-A-1

May 1, 1942

General Casualty Company of America
Mansfield and Company
302 Lewis Building
Portland, Oregon

Gentlemen:

We have today been advised by Dey, Hampson & Nelson, Attorneys at Law, that the claim of the Standard Oil Company of California, in the amount of $3,973.16 against the bond taken from Homer G. Johnson on contract No. 2325 for work on the Germantown Road-Barnes Road Section of the Skyline Boulevard, in Multnomah County, has been paid in full.

We are notifying you of this payment since you appear as surety on the bond.

Very truly yours,
STATE HIGHWAY COMMISSION

By

Secretary

MM

cc Homer G. Johnson
Imperial Hotel
Portland, Oregon

NOTED
D. G. DeSart

May 1, 1942

Dey, Hampson & Nelson
Attorneys at Law
800 Pacific Building
Portland, Oregon

Gentlemen:

We are in receipt of a carbon copy of your letter of April 30, addressed to the Honorable Earl Snell, advising that the claim of the Standard Oil Company of California, in the amount of $3,973.16 against the bond taken from Homer G. Johnson on contract No. 2325 for work on the Germantown Road-Barnes Road Section of the Skyline Boulevard, in Multnomah County, has been paid in full.

We thank you for this information.

Very truly yours,
STATE HIGHWAY COMMISSION

By

Secretary

MM

NOTED
D. G. DeSart

DEY, HAMPSON & NELSON
ATTORNEYS AT LAW
800 PACIFIC BUILDING
PORTLAND, OREGON

ALFRED A. HAMPSON
PAUL R. FARRENS
CLARENCE J. YOUNG
ANDREW KOERNER
HERBERT L. SWETT
FRANK C. McCOLLOCH
RICHARD R. MORRIS
JAMES C. DEZENDORF
ROSCOE C. NELSON, JR.
ALFRED H. CORBETT
JOHN GORDON GEARIN
JACK M. McLAUGHLIN

April 30, 1942

Hon. Earl Snell,
Secretary of State,
Salem, Oregon.

Dear Sir:

On January 3, 1942, we filed a notice of the claim of the Standard Oil Company of California in the sum of $3,973.16 against the bond taken from Homer G. Johnson, principal, and General Casualty Company of America, surety, for the work of construction of bituminous macadam on Germantown Road - Barnes Road Section of the Skyline Boulevard in Multnomah County, Oregon, Oregon State Highway Contract No. 2325.

Please be advised that this claim has been paid in full, and we request that you make proper notations on your records to that effect.

[illegible]

Very truly yours,
DEY, HAMPS [illegible] ON

14/9
cc State Highway Commission ✓

RECEIVED
MAY 1 - 1942
STATE HIGHWAY COMMISSION

RECEIVED
MAY 2 1942
FOR FILING

FAS 71-L-1

May 1, 1942

General Casualty Company of America
Mansfield and Company
302 Lewis Building
Portland, Oregon

Gentlemen:

We have today been advised through the office of the Secretary of State that the claim of the Contractors Equipment Corporation, in the amount of $22.20 against the bond taken from Homer G. Johnson on contract No. 2325 for work on the Germantown Road-Barnes Road Section of the Skyline Boulevard, in Multnomah County, has been paid in full.

We are notifying you of this payment since you appear as surety on the bond.

Very truly yours,
STATE HIGHWAY COMMISSION

By

Secretary

MM

cc - Homer G. Johnson
Imperial Hotel
Portland, Oregon

NOTED
D. G. DeSart

May 1, 1942

Contractors Equipment Corporation
1215 S. E. Grand Avenue
Portland, Oregon

Gentlemen:

We have been notified through the office of the Secretary of State that your claim, in the amount of $22.20, against the bond taken from Homer G. Johnson on contract No. 2325 for work on the Germantown Road-Barnes Road Section of the Skyline Boulevard, in Multnomah County, has been paid in full.

We thank you for this information.

Very truly yours,
STATE HIGHWAY COMMISSION

By

Secretary

MM

NOTED
D. G. DeSart

EARL SNELL
SECRETARY OF STATE
SALEM, OREGON

April 30, 1942

Oregon State Highway Commission
Salem, Oregon

Gentlemen: Attention Mr. H.B. Glaisyer

There is enclosed for your information, a copy of a letter from Contractors Equipment Corporation advising that their notice of claim for $22.20 against Homer G. Johnson has been satisfied.

Very truly yours,

Earl Snell
Secretary of State

S:FO
enc. 1

RECEIVED
MAY 1 - 1942
STATE [illegible]

Deposit [illegible] [illegible]

COPY

CONTRACTORS EQUIPMENT CORPORATION

1215 S.E.Grand Ave.
Portland, Oregon

April 29, 1942

Mr. Earl Snell
Secretary of State
Salem, Oregon

Subject: Claim against Homer G.Johnson
State Highway Contract #2325

Dear Sir:

This is to advise you that our claim for $22.29 against the bond taken from Homer G. Johnson, principal, and General Casualty Company of America, Surety, for work on the Germantown Road—Barnes Road Section of the Skyline boulevard, Contract #2325, has been satisfied. We have no further claim against the above.

Yours very truly,

CONTRACTORS EQUIPMENT CORPORATION

ROBERT D. VIAL
Robert D. Vial, Secretary

RDV:as

RECEIVED
MAY 2 1942
FOR FILING

FAS 41-6-1

May 1, 1942

General Casualty Company of America
Mansfield and Company
302 Lewis Building
Portland, Oregon

Gentlemen:

We have today been advised through the office of the Secretary of State that the claim of the Sunset Tire Corporation, in the amount of $266.79 against the bond taken from Homer G. Johnson on contract No. 2325 for work on the Germantown Road-Barnes Road Section ~~of the~~ Skyline Boulevard, in Multnomah County, has been paid in full.

We are notifying you of this payment since you appear as surety on the bond.

Very truly yours,
STATE HIGHWAY COMMISSION

By

Secretary

MM

cc - Homer G. Johnson
Imperial Hotel
Portland, Oregon

NOTED
D. G. DeSart

May 1, 1942

Sunset Tire Corporation
Corner S. W. Sixth & Burnside Streets
Portland, Oregon

Gentlemen:

We have been notified through the office of the Secretary of State that your claim, in the amount of $266.79 against the bond taken from Homer G. Johnson on contract No. 2325 for work on the Germantown Road-Barnes Road Section of the Skyline Boulevard, in Multnomah County, has been paid in full.

We thank you for this information.

Very truly yours,
STATE HIGHWAY COMMISSION

By

Secretary

MM

NOTED
D. G. DeSart

EARL SNELL
SECRETARY OF STATE
SALEM, OREGON

April 29, 1942

Oregon State Highway Commission
Salem, Oregon

Gentlemen: Attention Mr. H. B. Glaisyer

There is enclosed for your information and files, a copy of a letter from Sunset Tire Corporation advising that their claim for $266.79 against Homer G. Johnston has been satisfied.

Very truly yours,

Earl Snell
Secretary of State

G FO
enc.

RECEIVED
APR 30 1942
...ION

COPY

SUNSET TIRE CORPORATION

Corner S.W.Sixth and Burnside Streets

Portland, Oregon

April 25, 1942

Earl Snell, Secretary of State
Salem, Oregon

Dear Sir:

We wish to advise you that our claim in the sum of $266.79 for gasoline, oil, and grease, against the bond taken from Homer G. Johnson, Portland, Oregon, and General Casualty Company, Seattle, Washington, for the work of surfacing and bituminous macadam on Germantown Road, Barnes Sectionof Skyline Boulevard, Multnomah County, Oregon, Contract No. 2325, has been paid and satisfied in full.

Very truly yours,

SUNSET TIRE CORPORATION

By L. F. Herron

LFH:HL

RECEIV
APR 30 1942
STATE HIGH

RECEIVED
APR 16 1942
FOR FILING

FA [illegible]

April 15, 1942

General Casualty Company of America
Mansfield & Company
302 Lewis Building
Portland, Oregon

Gentlemen:

Attached hereto is a copy of an additional claim in the amount of $602.40, which has been filed in the office of the Secretary of State by T. W. Thomas, against the bond taken from Homer G. Johnson, in connection with state highway contract No. 2325, for work on the Germantown Road-Barnes Road Section of Skyline Boulevard, in Multnomah County.

Very truly yours,

OREGON STATE HIGHWAY COMMISSION

By

Secretary

RS

cc - Homer G. Johnson
3166 N. Greely St.
Portland, Oregon

NOTED
D. G. DeSart

April 15, 1942

Honorable Earl Snell
Secretary of State
Salem, Oregon

Dear Sir:

This acknowledges receipt of your letter of April 14, 1942, enclosing copies of an additional notice of claim in the amount of $602.40, which has been filed in your office by T. W. Thomas, against the bond taken from Homer G. Johnson, in connection with state highway contract No. 2325, for work on the Germantown Road-Barnes Road Section of Skyline Boulevard in Multnomah County.

In accordance with our usual practice, we are today notifying the bonding company and the contractor that this claim has been filed.

Very truly yours,

Secretary

RS

NOTED
D. G. DeSart

EARL SNELL
SECRETARY OF STATE
SALEM, OREGON

April 14, 1942

Oregon State Highway Commission
Salem, Oregon

Gentlemen: Attention Mr. H. B. Glaisyer

There are enclosed for your information and files, three copies of an additional notice of claim by T.W. Thomas for ~~$7990.07~~ against the bond taken from Homer G. Johnson, principal, and General Casualty Company of America, surety, for work on the Germantown Road-Barnes Road Section of the Skyline Blvd., contract No. 2325, which was received and filed today.

$602.46
W.D.

Please acknowledge receipt of the copies in order to complete our files.

Very truly yours,

Earl Snell
Secretary of State

S:FM
encs. 3

RECEIVED
APR 15 1942
COMMISSION

COPY

Portland, Oregon.
April 14, 1942.

Honorable Earl Snell,
Secretary of State,
Salem, Oregon.

Dear Sir:

On January 12, 1942, I filed a claim in the amount of $7,990.07 against the bond taken from Mr. Homer G. Johnson and the General Casualty Company of America, for hauling, stock piling, and the furnishing of labor and material in the construction of bituminous macadam on the Germantown Road-Barnes Road Section of the Skyline Boulevard, in Multnomah County, State Highway Contract No. 2325.

In addition to the above amount of $7,990.07, there is the sum of $602.40 for personal wages and expenses which I neglected to include, and which I now wish to have included with the amount asked for in my letter of January 12, 1942.

In event the above claim is not settled and paid without an action in the courts to enforce the same, the undersigned also claims the sum of $600.00 as an attorney's fee, and the sum of $250.00 to defray costs of said action.

T. W. Thomas
Address: Imperial Hotel, Portland, Oregon

Subscribed and sworn to before me this 14th day of April, 1942.

D. A. EMPFIELD
Notary Public for Oregon.
My commission expires 8/31/43.

(SEAL)

Endorsed: File No. 3023
Filed April 14, 1942
EARL SNELL, Secretary of State

RECEIVED
APR 9 1942
FOR FILING

FA [illegible]

April 9, 1942

General Casualty Co. of America
Mansfield and Company
302 Lewis Building
Portland, Oregon

Gentlemen:

We have received through the office of the Secretary of State copies of a notice of claim, in the amount of $37.44, filed for the Roberts Motor Company by Mr. Will H. Masters, 1401 Yeon Building, Portland, against the bond taken from Homer G. Johnson for work on the Germantown Road-Barnes Road Section of the Skyline Boulevard, in Multnomah County, being state highway contract No. 2825.

Inasmuch as you are surety for the contractor on this job, we hand you herewith, for your information and such action as is necessary, a copy of this notice of claim.

Very truly yours,
STATE HIGHWAY COMMISSION

By

Secretary

MB

cc - Homer G. Johnson
Imperial Hotel
Portland, Oregon

April 9, 1942

Honorable Earl Snell
Secretary of State
Capitol

Dear Sir:

This acknowledges receipt of your letter of April 8, enclosing three copies of a notice of claim, in the amount of $87.44, filed by the Roberts Motor Company against the bond taken from Homer G. Johnson in connection with his contract No. 2325 with the State Highway Commission, for work on the Germantown Road-Barnes Road Section of the Skyline Boulevard, in Multnomah County.

We have noted this claim in our records of this job and will today forward to the contractor and his surety copies of the notice thereof.

Very truly yours,
STATE HIGHWAY COMMISSION

By

Secretary

MM

NOTED
D. DeSart

EARL SNELL
SECRETARY OF STATE
SALEM, OREGON

April 8, 1942

Oregon State Highway Commission
Salem, Oregon

Gentlemen: Attention Mr. H. B.Glaisyer

There are enclosed for your information and files, three copies of a notice of claim by Roberts Motor Company for $87.44 against the bond taken from Homer G. Johnson, principal, and General Casualty Company, surety, for work on the Germantown Road-Barnes Section of Skyline Boulevard, contract No. 2325, which was received from Mr. Will H. Masters, 1401 Yeon Bldg., Portland, and filedtoday.

Please acknowledge receipt of the copies.

Very truly yours,

Earl Snell
Secretary of State

S:FM
encs. 3

DeSart
usual letters
HBG

COPY

NOTICE OF CLAIM

TO STATE HIGHWAY COMMISSION OF THE STATE OF OREGON:

Notice is hereby given that ROBERTS MOTOR COMPANY has a claim for work, labor and materials furnished in the sum of Eighty-seven and 44/100 ($87.44) Dollars against the bond taken from Homer G. Johnson, of Portland, Oregon, and General Casualty Company, of Seattle, Washington, for the work of surfacing and bituminous macadam on Germantown Road, Barnes Section of Skyline Boulevard, Multnomah County, Oregon, Contract No. 2325.

ROBERTS MOTOR COMPANY

By H. W. Roberts

Vice-President

Endorsed: File No. 3055
Filed April 8, 1942
EARL SNELL, Secretary of State

RECEIVED
APR 4 1942
FOR FILING

FAS 71-A-1

April 3, 1942

Mr. W. H. Lynch
District Engineer
Public Roads Administration
P. O. Box 3900
Portland, Oregon

Dear Sir:

In accord with the request contained in your letter of March 18, 1942, we are enclosing herewith four copies of excerpts from the minutes of the meeting on October 17, 1941, of the State Highway Commission, covering an extension of time for Contract No. 2325, Germantown Road-Barnes Road Section, Project No. FAS 71-A (1).

Very truly yours,

R. H. BALDOCK
Chief Engineer

By

S. H. Probert
Office Engineer

Dist. by J. W. Nash/slf

EXCERPT FROM MINUTES OF MEETING ON OCTOBER 17, 1941

OF THE OREGON STATE HIGHWAY COMMISSION

Homer G. Johnson, contract No. 2325, for surfacing and bituminous macadam construction on the Germantown Road-Barnes Section of the Skyline Boulevard, in Multnomah County, requested an extension of time of eight days, from July 31 to August 8, 1941, within which to complete this job. He gave no reason for failure to complete the project within the specified time limit. The Engineer advised that this was awarded by the Commission on June 13, 1940, and specified that the work should be completed by July 31, 1941. Further, that Mr. Johnson did not start clearing operations until March 11, 1941, and that he knows of no valid reason why the construction should not have been completed within the specified time limit. He recommended the granting of the request, subject to the condition that Mr. Johnson be required to reimburse the state for extra engineering expense incurred subsequent to the specified date of completion. A letter was presented from the Public Roads Administration concurring therein. The Commission approved the recommendation.

RECEIVED
FOR FIL

FAS 71-A-1

FEDERAL WORKS AGENCY
PUBLIC ROADS ADMINISTRATION
DISTRICT ONE

MONTANA
OREGON
WASHINGTON

POST OFFICE BUILDING
PORTLAND, OREGON

March 18, 1942

Mr. R. H. Baldock
State Highway Engineer
Salem, Oregon

Dear Sir:

Will you please furnish four copies of the customary excerpt from the minutes of the Highway Commission regarding the extension of contract time granted to Homer G. Johnson in connection with Oregon Federal Aid Secondary Project FAS 71-A (1), your contract No. 2325.

Very truly yours,

W. H. LYNCH
District Engineer

By
F. E. Andrews
Sr. Highway Engineer

Jen

RECEIVED
APR 3 1942
FOR FILING

FA 71.4-1

April 3, 1942

General Casualty Company of America
Mansfield & Company
302 Lewis Building
Portland, Oregon

Gentlemen:

Attached hereto is a copy of a claim in the amount of $266.79, which has been filed in the office of the Secretary of State by the Sunset Tire Corporation, against the bond taken from Homer G. Johnson, in connection with state highway contract No. 2325, for work on the Germantown Road-Barnes Road Section of the Skyline Boulevard, in Multnomah County.

Very truly yours,

OREGON STATE HIGHWAY COMMISSION

By

Secretary

RS

cc - Homer G. Johnson
3166 N. Greely St.
Portland, Oregon

NOTED
D. . DeBart

April 3, 1942

Honorable Earl Snell
Secretary of State
Salem, Oregon

Dear Sir:

This acknowledges receipt of your letter of April 2, 1942, enclosing copies of a claim in the amount of $266.79, which has been filed in your office by the Sunset Tire Corporation, against the bond taken from Homer G. Johnson, in connection with state highway contract No. 2325, for work on the Germantown Road-Barnes Road Section of the Skyline Boulevard, in Multnomah County.

In accordance with our usual practice, we are today notifying the bonding company and the contractor that this claim has been filed.

Very truly yours

OREGON STATE HIGHWAY COMMISSION

By

Secretary

RS

NOTED
D. DeSart

EARL SNELL
SECRETARY OF STATE
SALEM, OREGON

April 2, 1942

Oregon State Highway Commission
Salem, Oregon

Gentlemen: Attention Mr. H. B. Glaisyer

There are enclosed for your information and files, three copies of a notice of claim by Sunset Tile Corporation for $266.79 against the bond taken from Homer G. Johnson, principal, and General Casualty Company, surety, for work on the Germantown Road-Barnes Section of the Skyline Blvd., contract No. 2325, which was received and filed today.

Please acknowledge receipt of the copies in order to complete our files.

Very truly yours,

Earl Snell
Secretary of State

[illegible]:F
enc.

SUNSET TIRE CORPORATION

Corner S.W. Sixth and Burnside Streets

Portland, Oregon

April 1, 1942

Earl Snell, Secretary of State
Salem, Oregon

To The State of Oregon:

Notice here hereby given that the Sunset Tire Corporation has a claim for gasoline, oil and grease in the sum of $266.79 against the bond taken from Homer G. Johnson, Portland, Oregon, and General Casualty Company, Seattle, Washington, for the work of surfacing and bituminous macadam on Germantown Road, Barnes Section of Skyline Boulevard, Multnomah County, Oregon, Contract No. 2325.

SUNSET TIRE CORPORATION

By L. F. Herron
President

Endorsed: File No. 3053
Filed April 2, 1942
EARL SNELL, Secretary of State

RECEIVED
APR 3 1942
FOR FILING

FAS 71-A-1

April 3, 1941

Mr. W. C. Meyers
Siletz, Oregon

Dear Sir:

Your letter of March 25 to Mr. Earl Snell in regard to your claim against Homer G. Johnson, on his contract No. 2325, has been forwarded to this office for answer.

In accordance with your request, we advise that you write direct to the surety company, General Casualty Company of America, Mansfield and Company, General Agents, 302 Lewis Building, Portland, to attempt to reach a settlement. If you secure no satisfaction by so doing, you still have recourse through the courts against the bond. Since you have filed through the Secretary of State within the six-months period required by law, you will not forfeit your right of action against the bond, even though taken after the expiration of the six-months period.

The Commission does not have facilities to investigate claims against contractors and considers its responsibility ends when it secures a performance bond from the contractor to guarantee payment of claims, although we do assist claimants as much as possible. In your case, we have done about all that we can.

We are sorry we cannot assist you further, but trust that you will obtain satisfaction of your claim in the near future by following the above procedure.

Very truly yours,
STATE HIGHWAY COMMISSION

By

Secretary

DD/mm

D. . DeSart

EARL SNELL
SECRETARY OF STATE
SALEM, OREGON

2225 [illegible]

March 30, 1942

Oregon State Highway Commission
Salem, Oregon

Gentlemen: [illegible] Mr. [illegible] B. Glaisyer

There is enclosed a letter of inquiry from [illegible] C. Rogers relative to his notice of claim which was filed on January 30th.

Very truly yours,

Earl Snell
Secretary of State

[illegible]
enc.

REFERRED TO
[illegible]
BY SECRETARY

Get me the file on this

[illegible] MAR 31 [illegible]

Siletz Ore
Mch 25-42

Mr Earl Snell -

In your letter of Jan 30-1942 you advised me you were turning a copy of my claim - [your file no 3035] over to State highway Comm. I have had no word from them or the Surety company - so I am asking your advise as, what I should do now to collect this money.

Yours Truly
W.C. Myers
Siletz Ore

RECEIVED
MAR 3 1942
EARL SNELL

---

office of the Secretary
the amount of $35.66,
nd taken from Homer
d-Barnes Road Section
unty, being state

r the contractor on
information and such
tice of claim.

yours,
WAY COMMISSION

tary

cc - Homer G. Johnson
Imperial Hotel
Portland, Oregon

NOTED
D. DeSart

RECEIVED
MAR 24 1942
FOR FILING

7a&71-a-1

March 24, 1942

General Casualty Company of America
Mansfield and Company
302 Lewis Building
Portland, Oregon

Gentlemen:

We have received through the office of the Secretary of State copies of a notice of claim, in the amount of $35.66, filed by The Texas Company against the bond taken from Homer G. Johnson for work on the Germantown Road-Barnes Road Section of the Skyline Boulevard, in Multnomah County, being state highway contract No. 2325.

Inasmuch as you are surety for the contractor on this job, we hand you herewith, for your information and such action as is necessary, a copy of this notice of claim.

Very truly yours,
STATE HIGHWAY COMMISSION

By

Secretary

MM

cc - Homer G. Johnson
Imperial Hotel
Portland, Oregon

D. DeBart

March 24, 1942

Honorable Earl Snell
Secretary of State
Capitol

Dear Sir:

This acknowledges receipt of your letter of March 23 enclosing three copies of a notice of claim, in the amount of $35.66, against the bond taken from Homer G. Johnson in connection with his contract No. 2325 with the State Highway Commission for work on the Germantown Road-Barnes Road Section of the Skyline Boulevard, in Multnomah County.

We have noted this claim in our records of this job and will today forward to the contractor and his surety copies of the notice thereof.

Very truly yours,
STATE HIGHWAY COMMISSION

By

Secretary

MM

EARL SNELL
SECRETARY OF STATE
SALEM, OREGON

March 23, 1942

Oregon State Highway Commission
Salem, Oregon

Gentlemen: Attention Mr. H. B. Glaisyer

There are enclosed for your information and files, three copies of a notice of claim by The Texas Company for $35.66 against the bond taken from Homer G. Johnson, principal, and General Casualty Company of America, surety, for work on the Germantown Road-Barnes Road Section of the Skyline Blvd., contract No. 2325, which was received and filedtoday.

Please acknowledge receipt of the copies.

Very truly yours,

Earl Snell
Secretary of State

[illegible] F.
encs. 3

COPY

THE TEXAS COMPANY

Texaco Petroleum Products

600 Republic Building
Seattle, Washington

March 19, 1942

To State of Oregon:

Notice is hereby given that The Texas Company has a claim for gasoline and grease, in the sum of Thirty Five Dollars and Sixty Six Cents ($35.66) against the bond taken from Homer G. Johnson, Portland, Oregon, by General Casualty Company of America, for the work of surfacing and bituminous macadam on the Germantown Road-Barnes Road Section of Skyline Boulevard, Multnomah County, Oregon, Contract No. 2325.

THE TEXAS COMPANY

By W. A. Smith

Credit Manager

Endorsed: File No. 3051
Filed March 23, 1942
EARL SNELL, Secretary of State

RECEIVED
MAR 25 1942
FOR FILING

FAS 71-A-1

THE TEXAS COMPANY
(A CALIFORNIA CORPORATION)
TEXACO PETROLEUM PRODUCTS

SALES DEPARTMENT
SEATTLE DISTRICT
A. R. PLAYLE, ASSISTANT DISTRICT MANAGER

600 REPUBLIC BUILDING
SEATTLE, WASHINGTON

March 20, 1942

Oregon State Highway Commission
Salem, Oregon

Gentlemen:

Attention: Mr. H. B. Glaisyer
Secretary

In accordance with your suggestion in your letter of March 16, we have today filed our claim with Secretary of State for our claim against Homer G. Johnson on Contract #2325, Skyline Barnes Road.

We wish to thank you for the information given in your letter and for the very fine cooperation you have given us.

Yours very truly,

THE TEXAS COMPANY
W A Smith
W. A. SMITH
Credit Manager

HET:ES

RECEIVED
FEB 16 1942
FOR FILING

FAS 91-4-1

February 14, 1942

General Casualty Company of America
Mansfield & Company
302 Lewis Building
Portland, Oregon

Gentlemen:

Attached hereto is a copy of a claim, in the amount of $22.20, which has been filed through the office of the Secretary of State by the Contractors Equipment Corporation against the bond taken from Homer G. Johnson in connection with state highway contract No. 2325, Germantown Road-Barnes Road Section of Skyline Boulevard, in Multnomah County.

This is being forwarded to you inasmuch as you appear surety on the bond furnished by Mr. Johnson in connection with this contract.

Very truly yours,
STATE HIGHWAY COMMISSION

By

Secretary

AN

cc - Homer G. Johnson
Imperial Hotel
Portland, Oregon

NOTED
D. DeSart

February 14, 1942

Honorable Earl Snell
Secretary of State
CAPITOL

Dear Sir:

This acknowledges receipt of your letter of February 13 with copies inclosed of a claim, in the amount of $22.20, which has been filed by the Contractors Equipment Corporation against the bond taken from Homer G. Johnson in connection with state highway contract No. 2325.

In accordance with our usual practice, we are today bringing this claim to the attention of the bonding company and the contractor.

Very truly yours,
STATE HIGHWAY COMMISSION

By

Secretary

AM

NOTED
D. LeSart

EARL SNELL
SECRETARY OF STATE
SALEM, OREGON

February 13, 1942

Oregon State Highway Commission
Salem, Oregon

Gentlemen: Attention Mr. H. [illegible].Glaisyer

There are enclosed for your information and files, three copies of a notice of claim by Contractors Equipment Corporation for $2[illegible].20 against the bond taken from Homer G. Johnson, principal, and General Casualty Company of America, surety, for work on contract 2325, which was received and filed today.

Please acknowledge receipt of the copies.

Very truly yours,

Earl Snell
Secretary of State

[illegible]:D
enc. 3

[illegible]
[illegible]

CONTRACTORS EQUIPMENT CORPORATION

1215 S.E. Grand Ave.
Portland, Oregon
February 12, 1942

To the Secretary of State, Salem, Oregon:

Notice is hereby given that the undersigned, Contractors Equipment Corporation, has a claim for supplies furnished on our invoice #2436, May 27, 1941, and invoice #2662 ,July 25, 1941, in the amounts of $11.40 and $10.80, or a total sum of $22.20 against the bond taken from Homer G. Johnson, principal, and the General Casualty Company of America, surety, for the work on state highway contract No. 2325, Germantown Road—Barnes Road Section of Skyline Boulevard, in Multnomah County, Oregon.

CONTRACTORS EQUIPMENT CORPORATION

ROBERT D. VIAL
Robert D. Vial, Secretary

Endorsed: File No. 3059
Filed Feb. 13, 1942, EARL SNELL, Secretary of State

RECEIVED
FEB 13 1942
FOR FILING

[illegible]

February 11, 1942

General Casualty Company of America
Mansfield & Company
302 Lewis Bldg.
Portland, Oregon

Gentlemen:

This is to advise you that the Contractors Equipment Corporation has filed a claim, in the amount of $22.20, for supplies furnished Mr. Homer G. Johnson in connection with state highway contract No. 2325, Germantown Road-Barnes Road Section of Skyline Boulevard, in Multnomah County.

This information is given you inasmuch as you appear surety on the bond furnished by Mr. Johnson in connection with this contract.

Very truly yours,
STATE HIGHWAY COMMISSION

By

Secretary

AM

cc - Homer G. Johnson
Imperial Hotel
Portland, Oregon

NOTED
D DeSart

February 11, 1942

Contractors Equipment Corporation
1215 S. E. Grand Avenue
Portland, Oregon

Attention: Robert D. Vial, Secretary

Gentlemen:

This acknowledges receipt of your letter of February 11 advising that you have a claim, in the amount of $22.20, against Homer G. Johnson in connection with state highway contract No. 2325, Germantown Road-Barnes Road Section of Skyline Boulevard, in Multnomah County.

The bond furnished by Mr. Johnson in connection with this contract was written by the General Casualty Company of America for whom Mansfield & Company are local agents with offices in the Lewis Building, Portland.

We are today bringing you claim to the attention of the bonding company and the contractor and would suggest that you also file your claim direct with the bonding company.

We would also suggest that you file your claim against the bonding company and the contractor through the office of the Secretary of State, prior to the expiration of six months from date of acceptance of the contract by the State Highway Commission, in accordance with the provisions of Chapter 517, Oregon Laws 1939, a mimeographed copy of which is inclosed.

For your information, we advise that this contract was completed on August 8, 1941, and was accepted by the State Highway Commission on October 17, 1941.

Very truly yours,
STATE HIGHWAY COMMISSION

By

Secretary

AM

NOTED
D. DeSart

Contractors Equipment Corporation . . . EAST 1767

◆ Road Building and Construction Machinery ◆

1215 S. E. GRAND AVE.
PORTLAND, OREGON

February 10, 1942

RECEIVED
FEB 11 1942
OREGON
STATE HIGHWAY COMMISSION

Secretary, Oregon State
Highway Commission
Salem, Oregon

Subject: Homer G. Johnson--Oregon State Highway Commission Contract #2325

Dear Sir:

This is to advise you that Homer G. Johnson, contractor, is indebted to us for the sum of $22.20 for supplies purchased to complete his contract #2325 with the Oregon State Highway Commission for the following described job:

Germantown Road--Barnes Road section of the Skyline Boulevard highway in Multnomah County, Oregon.

This indebtedness is represented by our invoice #2436, May 27, 1941, for $11.40, and our invoice #2662, July 25, 1941, for $10.80.

The above amount of $22.20 is the total amount of our claim on this job.

Yours very truly,

CONTRACTORS EQUIPMENT CORPORATION

Robert D. Vial, Secretary

RDV:as

REFERRED TO [illegible]
BY SECRETARY

prepare usual letters

ASSOCIATE MEMBER

RECEIVED
FEB 10 1942
FOR FILING

F— 11-6-41

February 9, 1942

General Casualty Company of America
Mansfield & Company
302 Lewis Building
Portland, Oregon

Gentlemen:

The attached copy of a notice of claim, in the amount of $9,994.34, for labor and materials, has been filed in the office of the Secretary of State by J. C. Compton against the bond taken from Homer G. Johnson in connection with state highway contract No. 2325, Germantown Road-Barnes Road Section of Skyline Boulevard, in Multnomah County.

This information is forwarded to you inasmuch as you appear surety on the bond furnished by Mr. Johnson in connection with this contract.

Very truly yours,
STATE HIGHWAY COMMISSION

By

Secretary

DD:AM

cc - Homer G. Johnson
Imperial Hotel
Portland, Oregon

NOTED
D. [illegible] DeSart

February 9, 1942

Honorable Earl Snell
Secretary of State
CAPITOL

Dear Sir:

This acknowledges receipt of your letter of February 9, 1942, with copies of a claim attached which has been filed by J. C. Compton against the bond taken from Homer G. Johnson in connection with state highway contract No. 2325, Germantown Road-Barnes Road Section of Skyline Boulevard, in Multnomah County.

In accordance with our usual practice, we are today bringing this claim to the attention of the bonding company and the contractor.

Very truly yours,

DD:AM

Secretary

NOTED
D. DeSart

To The State of Oregon
The Secretary of State thereof, and
The State Highway Commission

NOTICE IS HEREBY GIVEN that the undersigned, J. C. Conpton, has a claim for labor and materials consisting of all the labor and equipment and the payment of freight on asphalt for the performance of Item 5, Item 6, Item 7 and Item 8 in the sum of $9994.34 against the bond taken from Homer G. Johnson as principal, and General Casualty Company of America as surety for the work of 6.47 miles Surfacing and Bituminous Macadam, Oregon State Contract No. 2325 on the Germantown Road-Barnes Road Section of Skyline Boulevard in Multnomah County, Oregon.

DATED at McMinnville, Oregon, February 7th, 1942.

J. C. COMPTON

ENDORSED:

File No. 3037

1859

EARL SNELL
SECRETARY OF STATE
SALEM, OREGON

February 9, 1942

Mr. H. B. Glaisyer, Secretary
Oregon State Highway Commission
Salem, Oregon

Dear Mr. Glaisyer:

Enclosed are three copies of a notice of claim by J. C. Compton, for labor and materials consisting of labor and equipment and payment of freight in the sum of $9,994.34 against the bond taken from Homer G. Johnson, principal, and General Casualty Company, surety for work on the Germantown Road-Barnes Road Section of Skyline Blvd. in Multnomah County, contract No. 2325.

Kindly acknowledge receipt of the copies for our files.

Very truly yours,

Earl Snell
Secretary of State

S:FL

Enc.

REFERRED TO
[illegible]
BY SECRETARY

[illegible]

February 7, 1942

Mr. J. C. Compton
McMinnville, Oregon

Dear Sir:

This acknowledges receipt of your notice of claim, in the amount of $9994.34, against the bond taken from Homer G. Johnson in connection with state highway contract No. 2325, for construction of the Germantown Road-Barnes Road Section of the Skyline Boulevard, in Multnomah County.

In accordance with our usual practice, we are today bringing your claim to the attention of the bonding company and the contractor.

We assume that you have filed your claim with the Secretary of State in accordance with the provisions of Chapter 517, Oregon Laws, 1939, a copy of which is inclosed.

Very truly yours,
STATE HIGHWAY COMMISSION

By

HBG:AM

Secretary

February 7, 1942

General Casualty Company of America
Mansfield & Company
302 Lewis Building
Portland, Oregon

Gentlemen:

This is to advise you that a claim, in the amount of $9994.34, has been filed in this office by J. C. Compton against the bond taken from Homer G. Johnson in connection with state highway contract No. 2325, Germantown Road-Barnes Road Section of Skyline Boulevard, in Multnomah County.

This information is given you inasmuch as you appear surety on the bond furnished by Mr. Jonnson in connection with this contract.

Very truly yours,
STATE HIGHWAY COMMISSION

By

Secretary

HBG:AM

cc - Homer G. Johnson
Imperial Hotel
Portland, Oregon

To The State of Oregon
The Secretary of State thereof, and
The State Highway Commission

NOTICE IS HEREBY GIVEN that the undersigned, J. C. Conpton, has a claim for labor and materials consisting of all the labor and equipment and the payment of freight on asphalt for the performance of Item 5, Item 6, Item 7 and Item 8 in the sum of $9994.34 against the bond taken from Homer G. Johnson as primcipal and General Casualty Company of America as surety for the work of 6.47 miles Surfacimg and Bituminous Macadam, Oregon State Contract No. 2325 on the Germantown Road-Barnes Road Section of Skyline Boulevard in Multnomah County, Oregon.

DATED at McMinnville, Oregon, February 8th, 1942.

J C Compton
J. C. COMPTON

RECEIVED
FEB 5 1942
FOR FILING

FAS 21-4-1

February 5, 1942

General Casualty Company of America
Mansfield & Company
302 Lewis Building
Portland, Oregon

Gentlemen:

Attached hereto is an amended notice of claim, in the amount of $1045.93, which has been filed in the office of the Secretary of State by the General Petroleum Corporation of California against the bond taken from Homer G. Johnson in connection with state highway contract No. 2325, Germantown Road-Barnes Road Section of the Skyline Boulevard Highway, in Multnomah County.

This information is forwarded to you inasmuch as you appear surety on the bond furnished by Mr. Johnson in connection with this contract.

Very truly yours,
STATE HIGHWAY COMMISSION

By

Secretary

DD:AM

cc - Homer G. Johnson
Imperial Hotel
Portland, Oregon

NOTED
D. DeSart

February 5, 1942

Honorable Earl Snell
Secretary of State
CAPITOL

Dear Sir:

This acknowledges receipt of your letter of February 4, 1942, with copies inclosed of an amended notice of claim, in the amount of $1045.93, which has been filed by the General Petroleum Corporation of California against the bond taken from Homer G. Johnson in connection with state highway contract No. 2325, Germantown Road-Barnes Road Section of the Skyline Boulevard Highway, in Multnomah County.

In accordance with our usual practice we are today forwarding notice of this claim to the bonding company and the contractor.

Very truly yours,
STATE HIGHWAY COMMISSION

By

Secretary

AM

NOTED
D DeSart

EARL SNELL
SECRETARY OF STATE
SALEM, OREGON

February 4, 1942

Oregon State Highway Commission
Salem, Oregon

Gentlemen: Attention: Mr. H.B. Glaisyer

There are enclosed for your information and files, three copies of an amended notice of claim by General Petroleum Corporation for $1045.93 against the bond taken from Homer G. Johnson, principal, and General Casualty Company of America, surety, for work on contract #2325, which was received and filed today.

Please acknowledge receipt of the copies in order to complete our files.

Very truly yours,

Earl Snell
Secretary of State

S:FM
encs. 3

[illegible]
usual action
HBG

GENERAL PETROLEUM CORPORATION
of California

Woodlark Building
813 S.W. Alder Street
Portland, Oregon

February 3, 1942

Registered Mail..... Return Receipt Requested

Earl Snell
Secretary of State
Salem, Oregon

Re: Homer G. Johnson
contract #2325

Dear Sir:

Notice is hereby given that the undersigned, General Petroleum Corporation of California, has a claim for petroleum products and drums in the sum of $1045.93 against the bond taken from the General Casualty Company of America for the work on Germantown Road--Barnes Road Section of Skyline Boulevard F.A.S.P. Numbers F. A. S. 71-A (1) Contract #2325 awarded by the State Highway Commission at Salem, Oregon.

This is an amended notice of our claim which was filed December 15th for $1020.00, and is written in response to your letter of January 22nd.

Very truly yours,

C. A. KILGAS
Credit Department

CM:CAKilgas

Endorsed: File No. 3014
Filed February 4, 1942
EARL SNELL, Secretary of State

RECEIVED
FEB 5 1942
FOR FILING

FAS 71-A-1

February 4, 1942

General Casualty Company of America
Mansfield & Company, Agents
Lewis Building
Portland, Oregon

Gentlemen:

Attached hereto is a copy of a claim in the amount of $210.58, which has been filed in the office of the Secretary of State by F. H. McBean against the bond taken from Homer O. Johnson, in connection with state highway contract No. 2325, for work on the Germantown Road-Barnes Road Section of Skyline Boulevard in Multnomah County.

Very truly yours,
STATE HIGHWAY COMMISSION

By

Secretary

RS

cc - Homer O. Johnson
3166 N. Greely St.
Portland, Oregon

NOTED
D. DeSart

February 4, 1942

Honorable Earl Snell
Secretary of State
Salem, Oregon

Dear Sir:

This acknowledges receipt of your letter of February 3, 1942, enclosing copies of a claim in the amount of $210.58, which has been filed in your office by F. H. McEwen against the bond taken from Homer O. Johnson in connection with state highway contract No. 2325, for the Germantown Road-Barnes Road Section of the Skyline Boulevard in Multnomah County.

In accordance with our usual practice, we are today notifying the bonding company and the contractor that this claim has been filed.

Very truly yours,
STATE HIGHWAY COMMISSION

By

Secretary

RS

NOTED
D. DeSart

EARL SNELL
SECRETARY OF STATE
SALEM, OREGON

February 3, 1942

Oregon State Highway Commission
Salem, Oregon

Gentlemen: Attention Mr. H. B. Glaisyer

There are enclosed for your information and files, three copies of a notice of claim by F. H. McEwen for $210.58 against the bond taken from Homer G. Johnson, principal, and General Casualty Company of America, surety, for work on the highway contract No. 2325, which was received and filed today.

Please acknowledge receipt of the copies.

Very truly yours,

Earl Snell
Secretary of State

S:F.
encs 3

[illegible]

Salem, Oregon.
January12, 1942

Honorable Earl Snell
Secretary of State
Capitol

Notice hereby is given that the undersigned F. H. McEwen, has a claim for hauling road material, in the sum of $210.58, against the bond taken from Mr. Homer G. Johnson and the General Casualty Company of America for construction of bituminous macadam on the Germantown Road-Barnes Road Section of the Skyline Boulevard, in Multnomah County, State Highway Contract No. 2325.

In event the above claim is not settled and paid without an action in the courts to enforce the same, in addition to the above item, undersigned claims the sum of $100.00 as an attorneys' fee, and the sum of $50.00 to defray costs of said action.

F. H. MC EWEN

Address 8007 N. Denver Ave.
Portland, Ore.

Subscribed and sworn to before me this 2nd day of February, 1942.

D. A. EMPFIELD
Notary Public in and for the State
of Oregon, residing at Portland,

(SEAL)

My commission expires 8/31/43.

Endorsed: File No. 3036
Filed February 3, 1942
EARL SNELL, Secretary of State

RECEIVED
FEB 5 1942
FOR FILING

FAS 91-A-1

February 4, 1942

Wilbur, Beckett, Howell & Oppenheimer
Board of Trade Building
Portland, Oregon

Gentlemen:

This will acknowledge receipt of your inquiry of February 3, 1942, and advise that Homer G. Johnson's contract No. 2325, for work on the Germantown Road-Barnes Road Section of Skyline Boulevard, in Multnomah County, was completed on August 8, 1941, and accepted by the State Highway Commission on October 17, 1941.

Very truly yours,
STATE HIGHWAY COMMISSION

By

Secretary

ES

NOTED
D. DeSart

R. W. WILBUR
H. B. BECKETT
F. C. HOWELL
E. K. OPPENHEIMER
ROBERT T. MAUTZ
CALVIN N. SOUTHER

WILBUR, BECKETT, HOWELL & OPPENHEIMER
ATTORNEYS AT LAW
BOARD OF TRADE BUILDING
PORTLAND, OREGON

CABLE ADDRESS
WILBUR

February 3, 1942.

H. B.Glaisyer, Secretary,
Oregon State Highway Commission,
Salem, Oregon.

Dear Mr. Glaisyer:

I wish you would let me know the date of completion and acceptance of the Germantown Road - Barnes Road Section of the Skyline Boulevard contract with Homer G. Johnson, which bears Contract No. 2325. Please let me hear from you by return mail if possible.

Sincerely yours,

WILBUR, BECKETT, HOWELL & OPPENHEIMER

By Cal N. Souther

CNS:S

[illegible]

RECEIVED
FEB 2 1942
FOR FILING

FAS 11-A-1

January 31, 1942

General Casualty Co. of America
Mansfield & Co.
302 Lewis Building
Portland, Oregon

Gentlemen:

Attached hereto is a copy of a claim in the amount of $614.00, which has been filed in the office of the Secretary of State by W. C. Meyers against the bond taken from Homer G. Johnson, in connection with state highway contract No. 2325, for work on the Germantown Road-Barnes Road Section of Skyline Boulevard, in Multnomah County.

Very truly yours,

OREGON STATE HIGHWAY COMMISSION

By

Secretary

RG

cc - Homer G. Johnson
Imperial Hotel
Portland, Oregon

NOTED
D. [illegible] DeSart

January 31, 1942

Honorable Earl Snell
Secretary of State
Salem, Oregon

Dear Sir:

This acknowledges receipt of your letter of January 30, enclosing copies of a claim in the amount of $614.00, which has been filed in your office by W. C. Meyers, against the bond taken from Homer G. Johnson, in connection with state highway contract No. 2325, for work on the Germantown Road-Barnes Road on Skyline Boulevard, in Multnomah County.

In accordance with our usual practice, we are today notifying the bonding company and the contractor that this claim has been filed.

Very truly yours,

OREGON STATE HIGHWAY COMMISSION

By

Secretary

MS

NOTED
D DeSart

EARL SNELL
SECRETARY OF STATE
SALEM, OREGON

January 30, 1942

Mr. H. B. Glaisyer, Secretary
Oregon State Highway Commission
Salem, Oregon

Dear Mr. Glaisyer:

Enclosed are copies of a notice of claim by W. C. Meyers for labor performed as plant foreman in the sum of $614.00 against the bond taken from Homer G. Johnson, principal, and General Casualty Company, surety, for work of surfacing and oiling the Skyline Blvd. from Germantown Road to Cornell Road, under contract no. 2325.

Kindly acknowledge receipt of the copies for our files.

Very truly yours,

Earl Snell
Secretary of State

S:FL

Enc.

Portland, Oregon

December 9, 1942

Earl Snell

Secretary of State

Salem, Oregon

Notice is hereby given that the undersigned, W. C. Meyers, has a claim in the sum of $614.00 against Homer G. Johnson, and against the bond taken from the General Casualty Co., for the work of surfacing and oiling, skyline Blvd. from Germantown Road to Cornell Road, under contract No. 2325, in with the state of Oregon.

Said claim is for labor performed as plant foreman.

In event the above claim is not settled and paid without an action in the courts to enforce same, in addition to the above item, the undersigned claims the sum of $100.00, as an attorneys' fee, and the sum of $25.00, to defray costs of said action.

Signed: W. C. MEYERS

Address; General Delivery. Siletz, Oregon

Subscribed and sworn to before me this 28th day of Jan. 1942

J. E. BLOOM
Notary Public in and for
the State of Oregon

(SEAL)

My Commission expires June 18, 1944

Endorsed:
File No. 3035
Filed January 30, 1942
EARL SNELL, Secretary of State

R

RECEIVED
JAN 29 1942
FOR FILING

FAS-71-G 1

January 29, 1942

General Petroleum Corp. of California
Woodlark Building
Portland, Oregon

Attention: C. A. Kilgas

Gentlemen:

Replying to your inquiry of January 28, you are advised that Homer G. Johnson's contract No. 2325, for work on the Germantown Road-Barnes Road, on Skyline Boulevard, in Multnomah County, was completed on August 8, 1941, and accepted by the Highway Commission on October 17, 1941.

Very truly yours,

OREGON STATE HIGHWAY COMMISSION

By

Secretary

BCD:HS

NOTED
D. DeSart

GENERAL PETROLEUM CORPORATION
OF CALIFORNIA
A SOCONY - VACUUM COMPANY
WOODLARK BUILDING
813 S. W. ALDER STREET
PORTLAND, OREGON

SOCONY-VACUUM

GARGOYLE LUBRICANTS

January 28, 1942

Oregon State Highway Commission
Salem,
Oregon

re: contract #2325

Gentlemen:

Will you please advise us the date the above contract was accepted by the State Highway Commission?

The original date of completion of the above contract was July 31st, 1941.

Very truly yours,

CREDIT DEPARTMENT

cm:CAKilgas

FORM 3021

R

RECEIVED
JAN 27 1942
FOR FILING

FAS-71-G-1

January 24, 1942

General Casualty Company of America
Mansfield and Company
302 Lewis Building
Portland, Oregon

Gentlemen:

We have received today a copy of a letter through the office of the Secretary of State from the Portland Road and Driveway Company, dated January 6, advising that their claim, in the amount of $15.00, against Homer G. Johnson on contract No. 2325 has been paid in full.

Very truly yours,
STATE HIGHWAY COMMISSION

By

Secretary

DD/mm

cc - Homer G. Johnson
Imperial Hotel
Portland, Oregon

NOTED
D. G. DeSart

January 24, 1942

Portland Road & Driveway Company
2729 S. E. Tibbetts Street
Portland, Oregon

Gentlemen:

We have received today through the office of the Secretary of State copies of your letters of January 6 and January 15, advising that your claims against Homer G. Johnson, on contract No. 2325, and the Gales Creek Sand & Gravel Company, on contract No. 2448, have been paid in full.

We thank you for furnishing us with this information.

Very truly yours,
STATE HIGHWAY COMMISSION

By

Secretary

DD/mm

NOTED
D. G. DeSart

January 24, 1942

Honorable Earl Snell
Secretary of State
Capitol

Dear Sir:

We acknowledge receipt of your letter of January 23, transmitting letters from the Portland Road and Driveway Company of January 6 and January 15, advising that its claims against Homer G. Johnson, on contract No. 2325, and Gales Creek Sand and Gravel Company, on contract No. 2448, have been paid in full.

We are bringing this information to the attention of the surety companies.

Very truly yours,
STATE HIGHWAY COMMISSION

By

Secretary

DD/mm

NOTED
D. G. DeSart

EARL SNELL
SECRETARY OF STATE
SALEM, OREGON

[illegible], 1942

RECEIVED
[illegible] 24 1942

Oregon State Highway Commission
State Office Building
Salem, Oregon

Gentlemen: Attention: R. H. Baldock

[illegible] of United States [illegible] this department from the Portland Road & Driveway Company, 2740 S. E. Tibbetts Street, Portland, Oregon. [illegible] these letters [illegible] directed to [illegible] rather than to the Secretary of State.

Whenever this department can be of further service to you, please feel free to call upon me.

Very truly yours,

Earl Snell
Secretary of State

ES:VT
Enc.
cc: Portland Road & Driveway Co.
2740 S. E. Tibbetts St.
Portland, Oregon

REFERRED TO ______
BY SECRETARY

[illegible]

C
O
P
Y

[illegible] & INVESTMENT CO.
[illegible] Street
Portland, Oregon

[illegible], 194[illegible]

[illegible]
[illegible] of State
Salem, Oregon

Dear Sir:

This is to inform you that [illegible] J. Johnson's [illegible] has been paid in full [illegible]. And there- [illegible] [illegible].

Yours very truly

[illegible] & INVESTMENT CO.

[illegible] F. [illegible]RTNER

C
O
P
Y

PORTLAND ROAD & DRIVEWAY CO.
[illegible] Tibbetts Street
Portland, Oregon

January 15, 1942

Earl Snell
Secretary of State

Dear Sir:

In reply to your letter dated January 9, 1942.

You misunderstood the notice I sent you January 6, 1942, in regard to Homer G. Johnson's account with us. It was a notice of satisfaction of payment of contract No. 2325. your file No. 3016, as of your letter dated December 13, 1942.

Also record [illegible] Creek Sand and Gravel Company. Contract No. [illegible], your file No. 3013, having paid us January [illegible].

This is all in accordance with the provision of chapter [illegible], Oregon Laws 1939, as Mr. H. B. Glaisyer Sec. Oregon State Highway Commission, advised us.

Yours truly,

PORTLAND ROAD & DRIVEWAY CO.

BY [illegible]

IC/bjc

RECEIVED
JAN 26 1942
FOR FILING

FAS-71-9-1

R

January 24, 1942

General Petroleum Corporation of California
813 S. W. Alder Street
Portland, Oregon

Gentlemen: **Attention C. A. Kilgas**

We have received, through the office of the Secretary of State, a copy of your letter of January 21, amending your claim filed with that office on December 17, 1941.

We advise that you file another notice of claim, in the new amended amount, with the Secretary of State, rather than your letter of January 21 conveying that information.

Very truly yours,

OREGON STATE HIGHWAY COMMISSION

By

Secretary

DGD:RS

NOTED
D. . DeSart

January 23, 1942

General Casualty Company of America
Mansfield & Company
302 Lewis Building
Portland, Oregon

Gentlemen:

We have received notice through the office of the Secretary of State that General Petroleum Corporation of California wishes to amend the amount of its claim against Homer G. Johnson as principal and yourself as surety, for material furnished on Mr. Johnson's contract No. 2325.

In lieu of the $1,020.00 previously filed they wish to claim the amount of $1,045.93.

Very truly yours,

OREGON STATE HIGHWAY COMMISSION

By

Secretary

DOD:RB

cc - Homer G. Johnson
3166 N. Greely St.
Portland, Oregon

NOTED
D. . DeSart

January 23, 1942

Honorable Earl Snell
Secretary of State
Salem, Oregon

Dear Sir:

This acknowledges your letter of January 22, transmitting an amendment to the claim of the General Petroleum Corporation of California, against Homer O. Johnson and the General Casualty Company of America, for work performed on contract No. 2325, showing the amended amount of the claim as $1,045.93.

Very truly yours,

OREGON STATE HIGHWAY COMMISSION

By

Secretary

DGD:RS

NOTED
D DaSart

EARL SNELL
SECRETARY OF STATE
SALEM, OREGON

January 22, 1942

Oregon State Highway Commission
Salem, Oregon

Gentlemen: Attention Mr. H. B. Glaisyer

There is enclosed for your information, a copyof a letter from the General Petroleum Corporation relative to their notice of claim against Homer G. Johnson.

It has been suggested that the Company file an amended notice of claim.

Very truly yours,

Earl Snell

Secretary of State

S:FM
enc. 1

REFERRED TO
Desart
BY SECRETARY

prepare letter

COPY

GENERAL PETROLEUM CORPORATION
OF CALIFORNIA

813 S.W. Alder Street
Portland, Oregon

January 21, 1942

Registered Mail....Return Receipt Requested

Dear Snell
Secretary of State
Salem, Oregon

re: File 3014
contract 2325
Homer G. Johnson

Dear Sir:

On December 17th you acknowledged our notice of claim for materials furnished in the amount of $1020.00 against the bond taken from the General Casualty Company of American for work on the above contract.

We have found it necessary to amend the above amount and ask that you enter our claim for a total of $1045.93.

Very truly yours,

C. A. KILGAS
Credit Department

CM:CAKIlgas

cc. General Casualty Co. of America
Board of Trade Bldg.
Portland, Oregon

dd. H. G. Johnson
3166 N. Greeley
Portland, Oregon

R.H. Baldock
FAS 71-B-1

RECEIVED
FEB 2 1942
FOR FILING

January 22nd, 1942

FINAL COST ANALYSIS
Germantown Road-Barnes Road
Skyline Boulevard

Contract No. 2325
Homer G. Johnson, Contractor

Prefix 226-1040
A. B. Dean, Resident Engineer

Item	Cost	Quantity	Unit	Unit Cost	Unit Bid	Gross Revenue
Clearing	$312.21	All			Lump	$2,500.00
Cleaning & Reshaping Ditches	543.66	All			Lump	1,000.00
3/4"-0 Mat'l in Leveling Course & Shoulders	7,987.14	3,062	Cu. Yd.	$2.61	$1.55	4,746.10
Sprinkling	331.28	164	M-Gal.	2.02	2.00	328.00
Preparation of Base	653.47	6.47	Miles	101.00	100.00	647.00
Mineral Aggregate in Place	27,491.30	8,307.5	Cu. Yd.	3.31	2.90	24,091.75
RC-3 Asphalt in Seal Coat	1,176.00	75.12	Tons	15.65	15.50	1,164.36
Asphalt in Place	9,761.70	486.51	"	20.06	16.50	8,027.42
Engineering Penalty						- 71.86
	$48,256.76					$42,432.77

Net Cost	$48,256.76
Gross Revenue	42,432.77
Net Loss	$5,823.99

Net Loss Equals 13.7% of Gross Revenue

Detail of Cost

Germantown Road-Barnes Road

Labor:

Supervision	$1,095.22	
Labor	9,561.49	
State Industrial Accident Insurance	650.87	
Social Security & Unemployment Ins.	426.27	
		$11,733.85

Materials:

3/4"-0 Cr. Gravel	1,527.5	cu. yd.	at $1.00	$1,527.50	
Oil Aggregate	3,942.5	" "	" 1.00	3,942.50	
Royalty on Rock	Lump			1,250.00	
RC-3 Asphalt	75.12	tons	" 10.50	788.76	
SC-6 "	486.51	"	" 6.50	3,162.32	
Frt. on Asphalt (SC-6)	486.51	"	" 8.40	4,086.56	
					14,757.64

Equipment Rental & Miscellaneous:

Equipment Rental	$2,382.40	
Hired Trucks (Inc. Gas, Oil & Grease)	8,050.00	
Gasoline, Oil & Grease	542.64	
Explosives	264.54	
Lumber	240.00	
Small Tools & Misc. Supplies	843.21	
Bond	425.04	
Public Liability Insurance	71.41	
Home Office & General Overhead	1,082.03	
		13,901.27

Work Done by J. C. Compton:

Sprinkling	164	M-Gal.	at $2.00	$328.00	
Preparation of Base	6.47	Miles	" 100.00	647.00	
Placing Min. Agg.	8,307.5	cu. yd.	at 1.00	8,307.50	
Placing RC-3 Asphalt	75.12	tons	" 5.00	375.60	
" SC-6 "	486.51	"	" 5.00	2,432.55	
Deduction for Payroll & Insurance Carried by H. G. Johnson				- 4,218.51	
					7,864.00
Total					$48,256.76

Breakdown of Crushing Costs

	Cost	Quantity	Unit Cost
Move In & Set Up	$1,818.07	6,249.5 Cu. Yd.	$0.29
Drill & Shoot	999.82	" " "	0.16
Load in Pit	1,265.50	" " "	0.20
Haul to Crusher	513.98	" " "	0.08
Crushing Operations	2,232.78	" " "	0.36
Royalty on Rock	1,250.00	" " "	0.20
Cost in Bunker	$8,080.15	6,249.5 Cu. Yd.	$1.29
Hauling Cr. Rock	4,342.70	74,369.05 Yd. Mi.	0.06
Stockpile Cr. Rock	321.56	6,249.5 Cu. Yd.	0.05

*Breakdown of Oiling Costs

	Cost	Quantity	Unit Cost
Loading Aggregate	$891.04	8,307.5 Cu. Yd.	$0.11
Hauling "	3,656.26	26,874.8 Yd. Mi.	0.14
Street Work	2,363.33	8,307.5 Cu. Yd.	0.28
Cost of Asphalt Inc. Freight	7,248.88	486.51 Tons	14.90
Heating & Loading Asphalt	577.90	486.51 "	1.19
Hauling Asphalt	282.17	1,605.5 Ton Mi.	0.18
Spreading Asphalt	350.57	486.51 Tons	0.72
Cost of RC-3 Asphalt (Inc. Heating & Loading)	788.76	75.12 "	10.50
Hauling RC-3 Asphalt	60.97	338.7 Ton Mi.	0.18
Spreading RC-3 Asphalt	54.58	75.12 Tons	0.72
Home Office & General Overhead	488.24 = 3% of Cost		

* J. C. Compton's costs.

Remarks:

This contract, a "Federal Aid Secondary Project", was let June 13th, 1940. Work on the project began March 11th, 1941, and it was completed August 8th, 1941.

The "Clearing" and "Cleaning and Reshaping Ditches" items were very much unbalanced in the contractor's bid but not enough to take care of the loss he suffered on the rest of the items. The clearing did not entail any heavy work, and four laborers accomplished it in six days.

As there was no available rock supply in the locality of the project, the contractor decided to purchase the aggregate from the Ross Island Sand & Gravel Co. at the price of $1.00 per cubic yard in the bunker. After most of the aggregate from 1¼" down was stockpiled it was found that the 2½"-1¼" material could not be furnished from the above source so the contractor installed a crushing plant in the old Porter Yett quarry at Rocky Point and produced the 2½"-1¼" aggrogate and the remaining yardage of the other sizes.

Hired trucks were used for the hauling of the aggregate from both sources, the haul from Ross Island to the stockpile site at the east end of the project being 10 miles, and the haul from Rocky Point to the west end of the project being 11.9 miles. The crushing plant installed at Rocky Point consisted of one 15" x 36" jaw crusher, one 8" x 24" jaw crusher, one 3' x 8' double-vibratory screen and one 120 h.p. diesel motor; one 220 c.f. compressor and one ½ cu. yd. shovel were used in the quarry. Two trucks hauled from the quarry to crusher, and six trucks hauled from the bunker to stockpile. The average production was 35 cu. yd. per hour. The rock broke large and necessitated a large amount of redrilling and shooting.

The contractor hired J. C. Compton to do the oiling work, and considerable money was lost on this item due chiefly to an insufficient bid. He said that he inserted his bid in the asphalt column by mistake; however, he was given permission to use tar instead but could not get it at that time.

This contract was bid too low even for a contractor that could furnish his own aggregate and use his own equipment. As it happened, the contractor purchased most of his aggregate, rented all of the equipment used and hired the oiling work done. Very poor judgment was used in bidding this job at the prices he did considering the fact that he could do very little of the work himself.

E. H. Clymer
Cost Analyst

By . . A. C. Vincent

RECEIVED
JAN 15 1942

FAS-71-a 1

January 15, 1942

General Casualty Co. of America
Mansfield & Company
302 Lewis Building
Portland, Oregon

Gentlemen:

Attached hereto is a copy of a claim in the amount of $110.40, which has been filed in the office of the Secretary of State by the National Hospital Association, against the bond taken from Homer G. Johnson, in connection with state highway contract No. 2325, for work on the Germantown Road-Barnes Road Section of Skyline Boulevard, in Multnomah County.

Very truly yours,

OREGON STATE HIGHWAY COMMISSION

By

Secretary

BS

cc - Homer G. Johnson
3166 N. Greely St.
Portland, Oregon

NOTED
D DeSart

January 15, 1942

Honorable Earl Snell
Secretary of State
Salem, Oregon

Dear Sir:

This acknowledges receipt of your letter of January 14, 1942, enclosing copies of a claim in the amount of $110.40, which has been filed in your office by the National Hospital Association, against the bond taken from Homer G. Johnson in connection with state highway contract No. 2325, for work on the Germantown Road-Barnes Road Section of the Skyline Boulevard in Multnomah County.

In accordance with our usual practice, we are today notifying the bonding company and the contractor that this claim has been filed.

Very truly yours,

OREGON STATE HIGHWAY COMMISSION

By

Secretary

RS

EARL SNELL
SECRETARY OF STATE
SALEM, OREGON

[illegible]
JAN 15 1942

January 14, 1942

Oregon State Highway Commission
Salem, Oregon

Gentlemen: Attention Mr. H.B. Glaisyer

There are enclosed for your information and files, three copies of a notice of claim by National Hospital Association for $110.40 against the bond taken from Homer Gl Johnson, principal, and General Casualty Company of America, surety, for work on the Germantown Road-BarnesRoad Section of the Skyline Blvd., contract No. 2325, which was received and filed today.

Please acknowledge receipt of the copies in order to complete our files.

Very truly yours,

Earl Snell
Secretary of State

S:FM
encs. 3

REFERRED TO [illegible]
BY SECRETARY

[illegible]

[illegible]

TO THE STATE OF OREGON AND TO THE SECRETARY OF STATE
OF THE STATE OF OREGON:

Notice is hereby given that the undersigned, National Hospital Association, an Oregon corporation, has a claim for furnishing medical, surgical and hospital care and other attention incident to sickness and injury, in the sum of $110.40 against the bond taken from Homer G. Johnson, a contractor, as principal, and General Casualty Company of America, as surety, to-wit:

(1) Contract #2325, Germantown Road - Barnes Road Section of Skyline Boulevard, Oregon State Highway Project in Multnomah County, Oregon.

That the undersigned furnished medical, surgical and hospital care and other needed care and attention incident to sickness and injury to the employes of said Homer G. Johnson, between the 1st day of January, 1941 and the 30th day of December 1941, inclusive, pursuant to contract by the terms of which the said Homer G. Johnson agreed to pay for such services the amount above stated and said Homer G. Johnson did deduct from the wages of his employes, employed upon the aforesaid work for such services so rendered by the undersigned, pursuant to the terms of Sections 49-1501, 49-1502, 49-1503 and 49-1504, Oregon Code, 1930, the said sum of $110.40, and retains the same and has failed to pay it over to the undersigned.

Dated at Portland, Oregon this 13th day of January, 1942.

NATIONAL HOSPITAL ASSOCIATION

By C.C.Bechtold
GENERAL MANAGER

Endorsed: File No. 3026
Filed January 14, 1942
EARL SNELL, Secretary of State

R

RECEIVED
JAN 13 1942
FOR FILING

F-AS 71-1-1

January 13, 1942

General Casualty Company of America
Mansfield and Company
302 Lewis Building
Portland, Oregon

[redacted]

We have received through the office of the Secretary of State copies of a notice of claim, in the amount of $7,990.07, filed by T. W. Thomas against the bond taken from Homer G. Johnson for work on the Germantown Road-Barnes Road Section of the Skyline Boulevard, in Multnomah County, being state highway contract No. 2325.

Inasmuch as you are surety for the contract on this job, we hand you herewith, for your information and such action as is necessary, a copy of this notice of claim.

Very truly yours,
STATE HIGHWAY COMMISSION

By

Secretary

MM

cc - Homer G. Johnson
Imperial Hotel
Portland, Oregon

NOTED
D. DeSart

EARL SNELL
SECRETARY OF STATE
SALEM, OREGON

Salem, Oregon
January 12, 1942

Honorable Earl Snell
Secretary of State
Capitol

Notice hereby is given that the undersigned, T. W. Thomas, has a claim for miscellaneous hauling, stock piling and the furnishing of labor and material, in the sum of $7,990.07, against the bond taken from Mr. Homer G. Johnson and the General Casualty Company of America for construction of bituminous macadam on the Germantown Road-Barnes Road Section of the Skyline Boulevard, in Multnomah County, State Highway Contract No. 2325.

In event the above claim is not settled and paid without an action in the courts to enforce the same, in addition to the above item, undersigned claims the sum of $600.00 as an attorneys' fee, and the sum of $250.00 to defray costs of said action.

T. W. THOMAS

Address Imperial Hotel, Portland
Oregon

Subscribed and sworn to before me this 12th day of Jan. 1942.

WILLIAM H. WITT
Notary Public in and for the State of Oregon, residing at Salem, Ore.
My com. expires Apr. 7, 1945.

(SEAL)

usual

EARL SNELL
SECRETARY OF STATE
SALEM, OREGON

January 12, 1942

Oregon State Highway Commission
Salem, Oregon

Gentlemen:

There are enclosed for your information and files, three copies of a notice of claim by T. [illegible]. Thomas for $7,[illegible]90.07 against the bond [illegible] from Henry G Johnson, principal, and General Casualty Company of America, surety, for grading the [illegible] section of the [illegible] Highway, contract [illegible], which was received and filed today.

Please acknowledge receipt of the copies in order to complete our files.

Very truly yours,

Earl Snell
Secretary of State

[illegible]
Encl.

REFERRED TO [illegible]
BY SECRETARY
usual [illegible]

JAN 13 1942
STATE H[illegible]

Salem, Oregon
January 12, 1942

Honorable Earl Snell
Secretary of State
Capitol

Notice hereby is given that the undersigned, T. W. Thomas, has a claim for miscellaneous hauling, stock piling and the furnishing of labor and material, in the sum of $7,990.07, against the bond taken from Mr. Homer G. Johnson and the General Casualty Company of America for construction of bituminous macadam on the Germantown Road-Barnes Road Section of the Skyline Boulevard, in Multnomah County, State Highway Contract No. 2325.

In event the above claim is not settled and paid without an action in the courts to enforce the same, in addition to the above item, undersigned claims the sum of $600.00 as an attorneys' fee, and the sum of $250.00 to defray costs of said action.

____

Address Imperial Hotel, Portland
Oregon

Subscribed and sworn to before me this ______ day of __________, 1942.

____

Notary Public in and for the State
of Oregon, residing at

____

R

RECEIVED
JAN 13 1942
FOR FILING

FES 11-11-1

January 13, 1942

Honorable Earl Snell
Secretary of State
Capitol

Dear Sir:

This acknowledges receipt of your letter of January 12, enclosing three copies of a Notice of Claim, in the amount of $7,990.07, filed by T. W. Thomas against the bond taken from Homer G. Johnson in connection with his contract with the State Highway Commission No. 2325, for work on the Germantown Road-Barnes Road Section of the Skyline Boulevard, in Multnomah County.

We have noted this claim in our records of this job and will today forward to the contractor and his surety copies of the notice thereof.

Very truly yours,
STATE HIGHWAY COMMISSION

By

Secretary

[illegible]

NOTED
D DeSart

RECEIVED
JAN 6 1942
FOR FILING

FAS 79-A-1

January 5, 1942

General Casualty Company of America
Mansfield & Company
302 Lewis Building
Portland, Oregon

Gentlemen:

Attached hereto is a copy of a claim, in the amount of $3,973.16, which has been filed in the office of the Secretary of State by the Standard Oil Company of California against the bond taken from Homer G. Johnson in connection with state highway contract No. 2325, Germantown Road-Barnes Road Section of the Skyline Boulevard, in Multnomah County.

This information is given you inasmuch as you appear surety on the bond furnished by Mr. Johnson in connection with the above-mentioned contract.

Very truly yours,
STATE HIGHWAY COMMISSION

By

DD:AM

Secretary

cc - Homer G. Johnson
Imperial Hotel
Portland, Oregon

cc - Day, Hampson & Nelson
Attorneys at Law
800 Pacific Bldg.
Portland, Oregon

NOTED
D DeSart

January 5, 1942

Honorable Earl Snell
Secretary of State
Capitol
Salem, Oregon

Dear Sir:

This acknowledges receipt of your letter of January 3, 1942, with copies inclosed of a claim which has been filed by the Standard Oil Company of California against the bond taken from Homer G. Johnson in connection with state highway contract No. 2325, Germantown Road-Barnes Road Section of the Skyline Boulevard, in Multnomah County.

In accordance with our usual practice we are today forwarding copies of the claim to the surety and the contractor.

Very truly yours,
STATE HIGHWAY COMMISSION

By

Secretary

DD:AM

NOTED
D C. Sart

EARL SNELL
SECRETARY OF STATE
SALEM, OREGON

January 3, 1942

Oregon State Highway Commission
Salem, Oregon

Gentlemen:

There are enclosed for your information and files, three copies of a notice of claim by Standard Oil Company of California for $9973.16 against the bond taken from Homer G. Johnson, principal, and General Casualty Company of America, surety, for work on the Germantown Road-Barnes Road Section of the Skyline Boulevard in Multnomah County, which was received from Ley, Hampson & Nelson, Attorneys, Portland, and filed today.

Please acknowledge receipt of the copies.

Very truly yours,

Earl Snell
Secretary of State

[illegible]
encs. 3

DEY, HAMPSON & NELSON
ATTORNEYS AT LAW
800 PACIFIC BUILDING
PORTLAND, OREGON

ALFRED A. HAMPSON
PAUL P. FARRENS
CLARENCE J. YOUNG
ANDREW KOERNER
HERBERT L. SWETT
FRANK C. McCOLLOCH
RICHARD R. MORRIS
JAMES C. DEZENDORF
ROSCOE C. NELSON, JR.
ALFRED H. CORBETT
JOHN GORDON GEARIN
JACK M. McLAUGHLIN

January 2, 1942

State Highway Commission,
Salem,
Oregon.

Re: Homer G. Johnson
Contract No. 2325

Gentlemen:

We acknowledge receipt of and thank you for your letter of December 19th with respect to the above contract.

We have today sent to Hon. Earl Snell, Secretary of State a formal notice of the claim of our client, the Standard Oil Company of California, against this bond, as provided by Section 98-101 O.C.L.A.

We are enclosing an executed duplicate copy of this notice for your information.

Very truly yours,

Dey, Hampson & Nelson

14/9

Enclosure

TO THE STATE OF OREGON,
THE SECRETARY OF STATE THEREOF,
and THE STATE HIGHWAY COMMISSION:

NOTICE IS HEREBY GIVEN that the undersigned, Standard Oil Company of California, a corporation, has a claim for goods, wares and merchandise, consisting of petroleum products in the sum of Three Thousand Nine Hundred Seventy-three and 16/100ths Dollars ($3973.16) against the bond taken by Homer G. Johnson, principal, and General Casualty Company of America, surety, for the work of construction of bituminous macadam on Germantown Road-Barnes Road Section of the Skyline Boulevard in Multnomah County, Oregon.

Dated in Portland, Oregon, December 29, 1941.

STANDARD OIL COMPANY OF CALIFORNIA

By L. M. Bussart
Assistant District Sales Manager

Endorsed: File No 3021
Filed January 3, 1942
EARL SNELL
Secretary of State

TO THE STATE OF OREGON,
THE SECRETARY OF STATE THEREOF,
and THE STATE HIGHWAY COMMISSION:

NOTICE IS HEREBY GIVEN that the undersigned, Standard Oil Company of California, a corporation, has a claim for goods, wares and merchandise, consisting of petroleum products in the sum of Three Thousand Nine Hundred Seventy-three and 16/100ths Dollars ($3973.16) against the bond taken by Homer G. Johnson, principal, and General Casualty Company of America, surety, for the work of construction of bituminous macadam on Germantown Road - Barnes Road Section of the Skyline Boulevard in Multnomah County, Oregon.

Dated at Portland, Oregon, December 29, 1941.

STANDARD OIL COMPANY OF CALIFORNIA

By L. M. Bussert
Assistant District Sales Manager

RECEIVED
JAN - 2 1942
FOR FILING

[illegible] 71-A-1

R

December 31, 1941

General Casualty Company of America
Mansfield & Company
302 Lewis Building
Portland, Oregon

Gentlemen:

This is to advise you that W. C. Meyers has filed a claim in the amount of $614 in this office against the bond taken from Homer G. Johnson in connection with his contract with the State Highway Commission, No. 2325, for construction of the Germantown Road-Barnes Road Section of the Skyline Boulevard Highway, in Multnomah County.

This information is given you inasmuch as you appear surety on the bond furnished by Mr. Johnson in connection with this contract.

Very truly yours,
STATE HIGHWAY COMMISSION

By

AM Secretary

cc - Mr. Homer G. Johnson
Imperial Hotel
Portland, Oregon

NOTED
D DeSart

December 31, 1941

Mr. W. C. Meyers
General Delivery
Siletz, Oregon

Dear Sir:

This acknowledges receipt of your letter advising that you have a claim in the amount of $614 against the bond taken from Homer G. Johnson in connection with his contract with the State Highway Commission, No. 2325, for construction of the Germantown Road-Barnes Road Section of the Skyline Boulevard Highway, in Multnomah County.

In accordance with our usual practice, we are today bringing your claim to the attention of the contractor and his surety.

We suggest that you file your claim with the Secretary of State in accordance with the provisions of Chapter 517, Oregon Laws 1939, a mimeographed copy of which is inclosed.

For your information, we advise that this contract was accepted by the State Highway Commission on October 17, 1941.

Very truly yours,
STATE HIGHWAY COMMISSION

By

D:AM

Secretary

Portland, Oregon. December 9, 1941.

To the Oregon State Highway Commission.
Salem, Oregon.

Notice is hereby given that the undersigned, W. C. Meyers, has a claim in the sum of $614.00, against Homer G. Johnson, and against the bond taken from the General Casualty Co., for the work of surfacing and oiling, Skyline Blvd from Germantown Road to Cornell Road, under Contract No. 2325, in with the State of Oregon.

Said claim is for labor performed as plant foreman.

In event the above claim is not settled and paid without an action in the courts to enforce same, in addition to the above item, the undersigned claims the sum of $100.00, as an attorneys' fee, and the sum of $25.00, to defray costs of said action.

Signed: W. C. Meyers
W. C. Meyers.

Address: General Delivery. Siletz, Oregon.

Subscribed and sworn to before me this 26 day of Dec 1941.

G. W. Wimberly
Notary Public in and for the
State of Oregon.

My Commission expires May 2-1945

RECEIVED
DEC 23 1941
FOR FILING

FA: 71-A-1

December 20, 1941

General Casualty Company of America
Mansfield & Company
302 Lewis Building,
Portland, Oregon

Gentlemen:

Attached hereto is a copy of a claim in the amount of $15.00, which has been filed in the office of the Secretary of State by the Portland Road & Driveway Company, in connection with state highway contract No. 2325, Germantown Road-Barnes Road Section of Skyline Boulevard, in Multnomah County, against the bond taken from Homer G. Johnson.

This information is given you inasmuch as you appear as surety on the bond furnished by Mr. Johnson in connection with the above-mentioned contract.

Very truly yours,
STATE HIGHWAY COMMISSION

By

RS Secretary

cc - Homer G. Johnson
3166 N. Greely St.
Portland, Oregon

NOTED
D DeSart

December 20, 1941

Honorable Earl Snell
Secretary of State
Salem, Oregon

Dear Sir:

This acknowledges receipt of your letter of December 18, 1941, enclosing copies of a claim which has been filed in your office by the Portland Road and Driveway Company against the bond taken from Homer G. Johnson in connection with state highway contract No. 2325, Germantown Road-Barnes Road Section of Skyline Boulevard, in Multnomah County.

In accordance with our usual practice, we are today notifying the bonding company and the contractor that this claim has been filed.

Very truly yours,
STATE HIGHWAY COMMISSION

By

Secretary

AM:RS

NOTED
D DeSart

PORTLAND ROAD & DRIVEWAY CO.

2729 S. E. Tibbetts Street

PORTLAND, OREGON

December 15, 1941

To the Secretary of State:

Notice hereby is given that the undersigned, Portland Road & Driveway Co., has a claim for use of Oil Distribuger Truck spraying RC3 Asphalt in the sum of $15,00 against the bond taken from the General Casualty Company of America, Mansfield & Company, agents 310 Lewis Building, Portland, Oregon for the work of Homer G. Johnson, contract No. 2325, for bituminous madadam surfacing on the Germantown Road-Barnes Road Section of the Skyline Blvd., in Multnomah County.

PORTLAND ROAD & DRIVEWAY CO.

by G. C. CURTNER

ENDORSED:

File No. 3016
File No. 3016
Filed December 18, 1941
EARL SNELL, Secretary of State

EARL SNELL
SECRETARY OF STATE
SALEM, OREGON

December 18, 1941

Mr. H. B. Glaisyer, Secretary
Oregon State Highway Commission
Salem, Oregon

Dear Mr. Glaisyer:

Enclosed are three copies of a notice of claim by Portland Road & Driveway Co., for use of Oil Distributer Truck spraying RC3 Asphalt in the sum of $15.00 against the bond taken from the General Casualty Company of America, for the work of Homer G. Johnson, contract No. 2325 for bituminous madadam surfacing on the Germantown Road-Barnes Road Section of the Skyline Blvd. , in Multnomah County.

Very truly yours,

Earl Snell
Secretary of State

S:FL

Enc.

RECEIVED
[illegible] 20 [illegible]

RECEIVED
DEC 28 1941
FOR FILING

FAS 71-A-1

December 20, 1941

General Casualty Company of America
Mansfield & Company
302 Lewis Building
Portland, Oregon

Gentlemen:

Attached hereto is a copy of a claim in the amount of $1,020.00, which has been filed in the office of the Secretary of State by General Petroleum Corporation of California, against the bond taken from Homer G. Johnson in connection with state highway contract No. 2325, Germantown Road-Barnes Road Section of Skyline Boulevard, in Multnomah County.

This information is given you inasmuch as you appear as surety on the bond furnished by Homer G. Johnson in connection with the above-mentioned contract.

Very truly yours,
STATE HIGHWAY COMMISSION

By

Secretary

RS

cc - Homer G. Johnson
3166 N. Greely St.
Portland, Oregon

NOTED
D. DeSart

December 20, 1941

Honorable Earl Snell
Secretary of State
Salem, Oregon

Dear Sir:

This acknowledges receipt of your letter of December 17, 1941, enclosing copies of a claim which has been filed in your office by the General Petroleum Corporation of California, against the bond taken from Homer G. Johnson in connection with state highway contract No. 2325, Germantown Road-Barnes Road Section of the Skyline Boulevard, in Multnomah County.

In accordance with our usual practice, we are today notifying the bonding company and the contractor that this claim has been filed.

Very truly yours,
STATE HIGHWAY COMMISSION

By

RS Secretary

NOTED
D DeSart

GENERAL PETROLEUM CORPORATION

OF

CALIFORNIA

PORTLAND — OREGON

December 15, 1941

Registered Mail
Return Receipt Requested

Secretary of State
Salem,
Oregon

Re; Homer G. Johnson
Contract #2325

Dear Sir:

Notice is hereby given that the undersigned, General Petroleum Corporation of California, has a claim for petroleum products and drums in the sum of $1020.00 against the bond taken from the General Casualty Company of America, for the work on Germantown Road-Barnes Road Section of the Skyline Blvd. - FASP Nos. FAS 71-A (1), Contract #2325, awarded by the Oregon State Highway Commission at Salem, Oregon.

Very truly yours,

GENERAL PETROLEUM CORPORATION
OF CALIFORNIA

By

Division Credit Manager

CAK:LS
CC - H. G. Johnson
General Casualty Co. of America

Endorsed:
File No. 3014
Filed December 17, 1941
EARL SNELL, Secretary of State

EARL SNELL
SECRETARY OF STATE
SALEM, OREGON

December 17, 1941

Mr. H. B. Glaisyer, Secretary
Oregon State Highway Commission
Salem, Oregon

Dear Mr. Glaisyer:

Enclosed are copies of a notice of claim by General Petroleum Corporation of California for materials furnished in the amount of $1,020.00 against the bond taken from General Casualty Company of America, H. G. Johnson, Contract No. 2325, for work on the Germantown Road-Barnes Road Section of the Skyline Blvd.

The name of the Division Credit Manager has not been filled in on the copies as it was illegible.

Kindly acknowledge receipt of the copies for our files.

Very truly yours,

Earl Snell
Secretary of State

S:FL

Enc.

RECEIVED
[illegible] 20 1941
[illegible] COMMISSION

RECEIVED
DEC 27 1941
FOR FILING

FAS 71-A-1

December 19, 1941

Day, Hampson & Nelson
800 Pacific Building
Portland, Oregon

Gentlemen:

In accordance with your letter of December 17, we advise that Homer G. Johnson's contract No. 2325, for construction of bituminous macadam on the Germantown Road-Barnes Road Section of the Skyline Boulevard, in Multnomah County, was bonded by the General Casualty Company of America, through its resident agents, Mansfield & Company, 302 Lewis Building, Portland. Work on this contract was accepted October 17, 1941.

Although officially we carry Mr. Johnson's address as Imperial Hotel, Portland, we have recently received one or two letters carrying the return address of 3166 N. Greely, Portland.

Very truly yours,

OREGON STATE HIGHWAY COMMISSION

By

Secretary

DGD:RS

NOTED
D. G. DeSart

DEY, HAMPSON & NELSON
ATTORNEYS AT LAW
800 PACIFIC BUILDING
PORTLAND, OREGON

ALFRED A. HAMPSON
PAUL F. FARRENS
CLARENCE J. YOUNG
ANDREW KOERNER
HERBERT L. SWETT
FRANK C. McCOLLOCH
RICHARD R. MORRIS
JAMES C. DEZENDORF

ROSCOE C. NELSON, JR.
RICHARD B. MAXWELL
ALFRED H. CORBETT

December 17, 1941

State Highway Commission,
Salem,
Oregon.

Gentlemen:

We propose to file a claim against State Contract No. 2325 covering 6.47 miles of bituminous macadam pavement on Germantown Road - Barnes Road, Skyline Boulevard, Multnomah County.

So we can prepare the necessary claim in this connection, will you be so kind as to send us the following information:

Exact description of the work to be done.

The name and address of contractor.

The name of the surety.

The date the job was accepted by you.

Thanking you for this information, we are

Very truly yours,

Dey, Hampson Nelson

14/9

REFERRED TO [illegible]
BY SECRETARY

prepare reply

RECEIVED
[illegible]

RECEIVED
DEC 17 1941
FOR FILING

F-3 71-A-1

R

December 17, 1941

Mr. Homer G. Johnson
3166 North Greely Street
Portland, Oregon

Attention: Charles L. Butler

Dear Sir:

In reply to your letter of December 15, 1941, you are advised that your contract No. 2325, Germantown Road-Barnes Road Section of the Skyline Boulevard was completed on August 8, 1941, and was accepted by the State Highway Commission on October 17, 1941.

Claims filed in this office against the abovementioned contract are as follows:

Ross Island Sand & Gravel Company, 4129 Southeast McLoughlin Blvd., Portland, $1,930.50;

Balzer Machinery Company, 2136 Southeast Eighth Avenue, Portland, $349.92;

The Texas Company, 600 Republic Building, Seattle, Washington, $35.66;

City Motor Trucking Company, 6500 N. E. Ainsworth Street, Portland, $1,562.37;

Portland Road & Driveway Company, 2729 Southeast Tibbetts Street, Portland, $15.00.

Very truly yours,

DD:AM

Secretary

NOTED
D DeSart

HOMER G. JOHNSON
GENERAL CONTRACTOR

Home Office
IMPERIAL HOTEL
PORTLAND, ORE.

REPLY TO

3166 N Greely Street.
Portland, Oregon.
December 15, 1941.

State Highway Commission.
H. B. Glaisyer, Secy.
Salem, Oregon.

Re: Contract 2325

Dear Sir:

Will you kindly advise date of completion and acceptance of the above contract.

Will you also advise names, addresses and amount of any and all claims filed in your office against the bond and this contract.

Yours very truly,

HOMER G. JOHNSON.

by Chas L Butler

CB-b

[illegible]

RECEIVED
DEC 17 1941

R

RECEIVED
DEC 13 1941
FOR FILING

FAS 71-A-1

December 12, 1941

General Casualty Company of America
Mansfield and Company
310 Lewis Building
Portland, Oregon

Gentlemen:

This is to advise you that the Portland Road and Driveway Company, Portland, has filed a claim in this office, in the amount of $15.00, against the bond taken from Homer G. Johnson in connection with his contract with the State Highway Commission, No. 2325, which is for bituminous macadam surfacing on the Germantown Road-Barnes Road Section of the Skyline Boulevard, in Multnomah County.

This information is given you inasmuch as you appear surety on the bond furnished by Mr. Johnson in connection with this contract.

Very truly yours,
STATE HIGHWAY COMMISSION

By

Secretary

DD:AM

cc - Homer G. Johnson
Imperial Hotel
Portland, Oregon

NOTED
D. G. DeSart

December 11, 1941

Portland Road & Driveway Company
2729 S. E. Tibbetts Street
Portland, Oregon

Attention: G. C. Curtner

Road - Contractors - Gen.

Gentlemen:

Your letter of December 10, 1941, addressed to the attention of Mr. Collier, has been handed to me for handling in our usual manner.

Contractors on state highway work are required to furnish a surety bond for the protection of labor and materialmen. We offer you the protection of the bonds filed by the different contractors against whom you have claims.

We suggest that you file your claim direct with the respective bonding companies and also with the Secretary of State in accordance with the provisions of Chapter 517, Oregon Laws, 1939, a mimeographed copy of which is inclosed.

The pertinent information for filing these claims against the respective contracts is as follows:

> A Milne, contract No. 2360, for grading, oiling and surfacing the South Newport Section of the Oregon Coast Highway, in Lincoln County. United States Fidelity and Guaranty Company, Lloyd E. Trenton, agent, 1816 S. E. 51st Street, Portland. Contract accepted by State Highway Commission on July 24, 1941.
>
> Gales Creek Sand and Gravel Company, contract No. 2448, for grading, surfacing and oiling the Vandehey and Van Dyke Sections of the Nehalem Secondary Highway, in Washington County. Glens Falls Indemnity Company, Rogers Insurance Agency, agents, Title and Trust Building, Portland. Work completed October 25, 1941, but contract not yet accepted by the State Highway Commission.

NOTED
D. G. DeSart

Homer G. Johnson, contract No. 2325, for bituminous macadam surfacing on the Germantown Road-Barnes Road Section of the Skyline Boulevard, in Multnomah County. General Casualty Company of America, Mansfield & Company, agents, 310 Lewis Building, Portland. Contract accepted October 17, 1941.

Roy L. Houck, contract No. 2454, for grading and paving the Onion Flat Section of the Pacific Highway West, in Washington County. Great American Indemnity Company, C. A. Tonnesene, Wilcox Building, Portland. Work completed November 5, 1941, but contract not yet accepted by the State Highway Commission.

In accordance with our usual practice, we are today calling your claims to the attention of the interested bonding companies and the contractors.

Very truly yours,
STATE HIGHWAY COMMISSION

By

Secretary

DD:AH

cc - R. A. Collier

NOTED
D. G. DeSart

STATEMENT

G. C. CURTNER
JOE BURKHARDT
B. CURTNER

PENETRATION: BITUMULS-BASCO AND ROAD OILS
ASPHALTIC PLANT MIXED PAVEMENT
FOR RENT-ROLLERS AND GRADERS

TELEPHONE EAst 1914
PORTLAND ROAD & DRIVEWAY CO.
2729 Southeast Tibbetts Street
PORTLAND, OREGON

Homer C. Johnson
3166 N.Greeley
Portland, Oregon.

August 9,1941

Aug.	4	Oil Distributer Truck spraying RC3 Asphalt-patching on Skyline Blvd. 5 hours at $3.00 per hour			15	00

By

Secretary

[illegible]

cc: Homer C. Johnson
Imperial Hotel
Portland, Oregon

NOTED
D. [illegible] DeSart

STATEMENT

G. C. CURTNER
JOE BURKHARDT
B. CURTNER

PENETRATION: BITUMULS-GASCO AND ROAD OILS
ASPHALTIC PLANT MIXED PAVEMENT
FOR RENT-ROLLERS AND GRADERS

TELEPHONE EAst 1914
PORTLAND ROAD & DRIVEWAY CO.
2729 Southeast Tibbetts Street
PORTLAND, OREGON

Homer C. Johnson
3166 N.Greeley
Portland, Oregon.

August 9,1941

Aug.	4	Oil Distributer Truck spraying RC3 Asphalt-patching on Skyline Blvd. 5 hours at $3.00 per hour			15	00

COPY

By
Secretary

KR

cc: Homer C. Johnson
Imperial Hotel
Portland, Oregon

NOTED
D. DeSart

R

RECEIVED
1941
FOR FILING
FAS-71-a.1

December 6, 1941

General Casualty Co. of America
Mansfield & Co.,
310 Lewis Bldg.,
Portland, Oregon

Gentlemen:

Attached hereto is a copy of a claim which was filed with the Secretary of State on December 5, 1941, by the City Motor Trucking Company in the amount of $1,562.37 against Homer G. Johnson's contract for 6.47 miles of Bituminous Macadam paving on the Germantown Road-Barnes Road Section of the Skyline Boulevard, being state highway contract No. 2325.

This information is forwarded to you inasmuch as you appear as surety on the bond furnished by Mr. Johnson with the above-mentioned contract.

Very truly yours,
STATE HIGHWAY COMMISSION

By

Secretary

KR

cc: Homer G. Johnson
Imperial Hotel
Portland, Oregon

December 6, 1941

Honorable Earl Snell
Secretary of State
CAPITOL

Dear Sir:

This acknowledges receipt of your letter of December 5, 1941, enclosing three copies of a notice of claim by City Motor Trucking Company in the amount of $1,562.37 against the bond taken from Homer G. Johnson, in connection with state highway contract No. 2325.

We have noted this claim in our records of this job and will today forward to the contractor and his surety copies of the notice thereof.

Very truly yours,
OREGON STATE HIGHWAY COMMISSION

By

Secretary

ER

NOTED
D. [illegible] DeSart

EARL SNELL
SECRETARY OF STATE
SALEM, OREGON

December 5, 1941

Oregon State Highway Commission
Salem, Oregon

Gentlemen: Attention Mr. H. B. Glaisyer

There are enclosed for your information and files, three copies of a notice of claim by City Motor Trucking Company for $1562.[illegible] against the bond taken from Howard Johnson, principal, and General Casualty Company, surety, [illegible] on contract No. [illegible]; [illegible] received from Wilderman [illegible], Attorneys, Portland, and filed today.

Please acknowledge receipt of the copies in order to complete our files.

Very truly yours,

Earl Snell

Secretary of State

[illegible]
enc. 3

RECEIVED
6 - 1941
STATE HIGHWAY COMMISSION

TO THE STATE OF OREGON:

NOTICE IS HEREBY GIVEN that the undersigned, City Motor Trucking Company, an Oregon Corporation, has a claim for materials furnished pursuant to a written agreement in the sum of $1562.37 against the bond taken from Homer G. Johnson, principal and General Casualty Company, Surety, for the work on State Highway contract No. 2325, which contract covers work done on the skyline Boulevard and Barnes Road to Germantown Road job, and no part of which sum has been paid.

Following is a tabulation of the rock used on the job showing the materials used from the Rocky Point property of the City Motor Trucking Company, claimant herein, and pursuant to the aforementioned written agreement, claimant to receive the sum of $.25 per cubic yard, based upon receipts from the State Highway Commission, and the itemization which follows was prepared from a report furnished by A.B. Dean Resident Engineer for the State Highway Commission

2 1/2" - 1 1/4"		4001 Cu. Yds. Oil Rock
" "		350 " " " "
1 1/4" - 3/4"		364 " " " "
3/4" - 0"	Shoulder rock & levelling course	1534.5 cu. yds.
	Total	6249.5 cu. yds.

Dated this 3rd day of December, 1941.

CITY MOTOR TRUCKING COMPANY

By Porter W. Yett
President.

SUBSCRIBED AND SWORN TO BEFORE ME THIS 3rd day of December, 1941.

Porter W. Yett Jr.
Notary Public for Oregon
My Comm. exp. August 4, 1944. (Seal)

Endorsed: File No. 3009
Filed Dec. 5, 1941
[illegible], Secretary of State

R

RECEIVED
NOV 24 1941
FOR FILING

FAS-71-a-1

November 21st, 1941

Mr. Homer O. Johnson
Contractor
Imperial Hotel
Portland, Oregon

Dear Sir:

Reference is made to your letter of November 3rd, protesting against the assessment of $71.00 for engineering expense due to the overrun of contract time on the Skyline Boulevard project.

I do not feel that the reasons mentioned in your letter are sufficient to enable me to request a modification of the Commission's ruling for the following reasons:

1. When the work was reawarded to you in the fall of 1940 it was with the understanding that no work would be done until the spring of 1941 and that the contract would be completed by July 31st. By accepting this new agreement you waived any rights to doing work during the fall of 1940 or any criticism of the time set.

2. Weather bureau records and conferences with the oiling contractor during the spring indicate that the oiling could have been started prior to July 7th, had it been definitely known that the rock would be ready on that date.

3. The oiling was completed on July 21st, and it is felt that the little shoulder work could have been completed by the end of the month had a zealous attempt been made to do so.

In recommending extensions of time it is necessary for me to be governed by the requirements of the Highway Commission and of the Comptroller of the United States. I realize that the overrun caused little or no inconvenience to the public, but the

Comptroller has ruled that all such overruns are an expense against the job, and consequently the Highway Commission must be governed by this decision.

Very truly yours,

R. H. BALDOCK
CHIEF ENGINEER

B

RECEIVED
NOV 21 1941

R-

FAS-71-G-1

November 19, 1941

Mr. Homer G. Johnson
Imperial Hotel
Portland, Oregon

Dear Sir:

The State Highway Commission at its meeting on October 17, 1941, granted your request for an extension of time from July 31 to August 8, 1941, in connection with contract No. 2325 for surfacing and bituminous macadam construction on the Germantown Road-Barnes Section of the Skyline Boulevard, in Multnomah County, subject to the condition that you reimburse the state for extra engineering expense incurred subsequent to the specified date of completion.

Very truly yours,
STATE HIGHWAY COMMISSION

By

Secretary

MM

cc - E. A. Collier

R

RECEIVED
OCT 31 1941
FOR FILING

FAS-71-A-1

October 30, 1941

General Casualty Company of America
Mansfield and Company
310 Lewis Building
Portland, Oregon

Gentlemen:

You are hereby notified that state highway contract No. 2325 for work on the Germantown Road-Barnes Road Section of the Skyline Boulevard Highway, in Multnomah County, has been completed by the contractor, Homer G. Johnson, and that final settlement will be made on or after November 9, 1941.

There are claims filed against this project, of which you have been previously notified, aggregating $2,316.08.

This notice is served upon you since you appear as surety on the bond furnished by the above contractor. Kindly acknowledge receipt of this letter.

For your information we wish to advise that the total amount paid the contractor in connection with this contract will be $42,432.77, including final payment, and that no force account work was performed therein. This contract was completed on August 8, 1941, and accepted by the Commission October 17, 1941.

In accordance with your letter of August 16, 1941, this warrant will be mailed to Mr. Calvin N. Souther.

Very truly yours,
STATE HIGHWAY COMMISSION

By

Secretary

MM

NOTED
D. C. DeSart

FORM E-122X 5M 8-40

COMMISSIONERS
HENRY F. CABELL, CHAIRMAN
PORTLAND
HURON W. CLOUGH, MEMBER
CANYONVILLE
HERMAN OLIVER, MEMBER
JOHN DAY

OREGON
STATE HIGHWAY COMMISSION

R. H. BALDOCK, CHIEF ENGINEER
C. B. McCULLOUGH, ASS'T CHIEF ENGINEER
J. M. DEVERS, CHIEF COUNSEL
H. B. GLAISYER, SECRETARY

R

RECEIVED
NOV - 6 1941
FOR FILING

FAS-71-a-1

October 27, 1941

IN REPLY PLEASE
REFER TO FILE NO.

Homer G. Johnson
Imperial Hotel
Portland, Oregon

Dear Sir:

We are holding the final estimate on contract No. 2325 pending receipt of your check in the amount of $4.68 covering our invoice No. 1183 dated April 30, 1941.

No doubt this has been an oversight on your part so may we have your check for this amount as soon as possible.

Very truly yours,

R. H. BALDOCK
Chief Engineer

By C. H. Maison
Accounting Division

CHM:EB
cc D. G. DeSart

NOTED
State Highway Engineer

REFERRED TO [illegible]
BY SECRETARY

NOTED
State Highway Engineer

What is this all about?

RHB

R

RECEIVED
OCT - 7 1941
FOR FILING

FAS 71-H-1

October 6, 1941

General Casualty Company of America
Mansfield and Company
310 Lewis Building
Portland, Oregon

Gentlemen:

We have been advised by The Texas Company that Mr. Homer G. Johnson has made a payment of $467.08 on his account with them for supplies used on his job No. 2325 for work on the Germantown Road-Barnes Road Section of the Skyline Boulevard; also, that his balance due on this account is now $35.66.

This information is being brought to your attention since you appear as surety on this job.

Very truly yours,
STATE HIGHWAY COMMISSION

By

Secretary

DD/mm

cc Homer G. Johnson
Imperial Hotel
Portland, Oregon

NOTED
D. G. DeSart

October 6, 1941

Maryland Casualty Company
Mansfield and Company
310 Lewis Building
Portland, Oregon

Gentlemen:

We have been advised by The Texas Company that Homer G. Johnson's account for supplies used on contract No. 2390 for work on the Siletz-Toledo Section of the Siletz Secondary Highway now stands with a balance due of $2,282.11.

This information is being brought to your attention since you appear as surety on this job.

Very truly yours,
STATE HIGHWAY COMMISSION

By

Secretary

DO/mm

cc Homer G. Johnson
Imperial Hotel
Portland, Oregon

NOTED
D. G. DeSart

THE TEXAS COMPANY
(A CALIFORNIA CORPORATION)
TEXACO PETROLEUM PRODUCTS

SALES DEPARTMENT
SEATTLE DISTRICT
W. A. SMITH, CREDIT MANAGER

600 REPUBLIC BUILDING
SEATTLE, WASHINGTON

October 3, 1941

HOMER G. JOHNSON

Oregon State Highway Commission
Salem, Oregon

Attention: Mr. H. B. Glaisyer, Secretary

Gentlemen:

Please be advised that we have received a payment of $467.08 on contract #2325 Skyline Barnes Road and the balance now is $35.66 on this job.

No payment has been received on contract #2390 Siletz-Toledo job #204 B-1 and the balance now owing is $2,282.11.

Thank you very much for the fine cooperation you have given us.

Yours very truly,

THE TEXAS COMPANY

W A Smith
W. A. SMITH
Credit Manager

HET:DEM

REFERRED TO
DeBart
BY SECRETARY

REFERRED TO
BY SECRETARY

acknowledge with thanks —
correct your card accordingly
and notify bonding Co & contractor
HBG

R

RECEIVED
OCT 7 1941
FOR FILING

FAS 71-A-1

October 6, 1941

The Texas Company
600 Republic Building
Seattle, Washington

Attention: Mr. W. A. Smith

Gentlemen:

Thank you very much for your letter of October 3 advising us that Homer G. Johnson has paid $467.08 on his account with you for supplies used on contract No. 2325 for the construction of bituminous macadam on the Germantown Road-Barnes Road Section of the Skyline Boulevard, and that the balance due on his account is now $35.66.

Your letter also advises us that Mr. Johnson has made no payment on his account for supplies used on contract No. 2390 for grading, surfacing and oiling the Siletz-Toledo Section of the Siletz Secondary Highway, and that his balance due at this date is $2,282.11.

In accordance with our usual practice, we are noting this information in our records of these jobs and calling it to the attention of the contractor and his bondsmen.

Very truly yours,
STATE HIGHWAY COMMISSION

By

Secretary

DD/mm

NOTED
D. C. DeSart

R

RECEIVED
OCT - 7 1941
FOR FILING

FA: 91-A-1

October 6, 1941

The Texas Company
600 Republic Building
Seattle, Washington

Attention: Mr. W. A. Smith

Gentlemen:

Thank you very much for your letter of October 3 advising us that Homer G. Johnson has paid $467.08 on his account with you for supplies used on contract No. 2325 for the construction of bituminous macadam on the Germantown Road-Barnes Road Section of the Skyline Boulevard, and that the balance due on his account is now $35.66.

Your letter also advises us that Mr. Johnson has made no payment on his account for supplies used on contract No. 2390 for grading, surfacing and oiling the Siletz-Toledo Section of the Siletz Secondary Highway, and that his balance due at this date is $2,282.11.

In accordance with our usual practice, we are noting this information in our records of these jobs and calling it to the attention of the contractor and his bondsmen.

Very truly yours,
STATE HIGHWAY COMMISSION

By

Secretary

DD/mm

NOTED
D. C. DeSart

RECEIVED
SEP 29 1941
FOR FILING

FAS 71-A-1

September 27, 1941

General Petroleum Corporation of California
813 S. W. Alder Street
Portland, Oregon

Attention: W. A. Warner, District Creditman

Gentlemen:

In reply to your inquiry of September 26, 1941, wish to advise that Homer G. Johnson's contract with the State Highway Commission, No. 2325, Germantown Road-Barnes Road Section of the Skyline Boulevard was completed on August 8, 1941, but has not as yet been accepted by the State Highway Commission.

Very truly yours,
STATE HIGHWAY COMMISSION

By

Secretary

DD:AM

NOTED

GENERAL PETROLEUM CORPORATION
OF CALIFORNIA
A SOCONY - VACUUM COMPANY
813 S. W. ALDER STREET
PORTLAND, OREGON

September 26, 1941

Mr. H. B. Glaisyer, Secretary
Oregon State Highway Commission
Salem, Oregon

Re: Homer G. Johnson
Contract No. 2325
Germantown Road-Barnes Road
Section of Skyline Blvd. Job

Dear Sir:

May we ask that you kindly advise us the completion and acceptance date of the above subject contract at your earliest possible convenience.

Thanking you for many past favors, we are

Very truly yours,

DISTRICT CREDITMAN

WAW:B

REFERRED TO
BY SECRETARY

prepare reply TO DAY

RECEIVED
SEP 25 1941
FOR FILING

R

FAS 71-A-1

September 25, 1941

General Casualty Company of America
Mansfield & Company
310 Lewis Building
Portland, Oregon

Gentlemen:

We have received through the office of the Secretary of State copies of a notice of claim by Balzer Machinery Company in the amount of $349.92, against Homer O. Johnson, for rental equipment and supplies furnished in connection with state highway contract No. 2325, for bituminous macadam construction on the Germantown Road-Barnes Road Section of Skyline Boulevard, in Multnomah County.

We have noted this claim in our records of this job, and inasmuch as you are surety for the contractor we hand you, herewith, for your information and such action as is necessary, a copy of this notice of claim.

Very truly yours,

OREGON STATE HIGHWAY COMMISSION

By

Secretary

RS

cc - Homer O. Johnson
Imperial Hotel
Portland, Oregon

NOTED
D. C. DeSart

September 25, 1941

Honorable Earl Snell
Secretary of State
Salem, Oregon

Dear Sir:

This acknowledges receipt of your letter of September 24, enclosing three copies of a notice of claim by Balzer Machinery Company, in the amount of $349.92, against Homer G. Johnson, for rental of equipment and supplies furnished in connection with state highway contract No. 2325, for bituminous macadam construction on the Germantown Road-Barnes Road Section of Skyline Boulevard, in Multnomah County.

We have noted this claim in our records of this job and will today forward to the contractor and his surety copies of the notice thereof.

Very truly yours,

OREGON STATE HIGHWAY COMMISSION

By

Secretary

RS

EARL SNELL
SECRETARY OF STATE
SALEM, OREGON

RECEIVED
25 1941
[illegible]

September 24, 1941

Mr. H. B. Glaisyer, Secretary
Oregon State Highway Commission
Salem, Oregon

Dear Mr. Glaisyer:

Enclosed are three copies of a notice of claim by Balzer Machinery Company for rental of equipment and supplies furnished in the sum of $349.92 against the bond taken from Homer G. Johnson, principal, and General Casualty Company of America, surety, for work covered by contract No. 2325 on the Germantown Road-Barnes Road Section of Skyline Boulevard in Multnomah County.

Kindly acknowledge receipt of the copies.

Very truly yours,

Earl Snell
Secretary of State

S:FL

Enc.

REFERRED TO [illegible]
BY SECRETARY

[illegible]

BALZER MACHINERY COMPANY

CONTRACTORS AND LOGGERS EQUIPMENT

2136 S. E. Eighth Avenue

Portland, Oregon

September 23, 1941

Earl Snell ,
Secretary of State,
Salem, Oregon.

Honorable Secretary:

Notice is hereby given that the undersigned, Balzer Machinery Company, Portland, Oregon, has a claim for rental of equipment and supplies furnished in the sum of $349.92 against the bond furnished by the General Casualty Company of America through their local office - Mansfield & Company, Washington Bldg., Tacoma, Washington - for the work covered by contract No. 2325, with Homer G. Johnson, Portland, Oregon for bituminous macadam construction on the Germantown Road-Barnes Road Section of Skyline Boulevard, in Multnomah County, which was completed on August 8, 1941, but we are not advised as to whether the work has been accepted to date or not.

Yours very truly,

BALZER MACHINERY COMPANY

Per R. L. BALZER
Manager

RLB:BE
cc: Cal Souther
Chas. Butler

Endorsed:

File No. 2997
Filed September 24, 1941
EARL SNELL, Secretary of State

RECEIVED
SEP 26 1941
FOR FILING

R. W. WILBUR
H. B. BECKETT
F. C. HOWELL
E. K. OPPENHEIMER
ROBERT T. MAUTZ
CALVIN N SOUTHER

WILBUR, BECKETT, HOWELL & OPPENHEIMER
ATTORNEYS AT LAW
BOARD OF TRADE BUILDING
PORTLAND, OREGON

CABLE ADDRESS
WILBUR

RECEIVED
SEP 25 1941
STATE HIGHWAY COMMISSION

FAS 71-A-1

Sept.23,1941.

Mr. H. B. Glaisyer,
Oregon State Highway Commission,
Salem,Oregon.

Dear Mr. Glaisyer:

I find that through inadvertence I mailed you a letter containing further instructions from Homer Johnson relative to the Germantown-Barnes Road,Section of Skyline Blvd.contract. This was an unnecessary repetition called for only by the REA and therefore should never have been sent to you.

Sincerely yours,

WILBUR,BECKETT,HOWELL & OPPENHEIMER,

By Calvin N. Souther

CNS/P

REFERRED TO
[illegible]
BY SECRETARY

[illegible]

September 23, 1941

Mr. Calvin H. Souther
c/o Wilbur, Beckett, Howell
and Oppenheimer
Board of Trade Building
Portland, Oregon

Dear Sir:

This acknowledges receipt of your letter of September 22, 1941, inclosing a letter of instructions from Homer G. Johnson in which he requests that further payments due him from the State Highway Commission in connection with contract No. 2325 for construction of the Germantown Road-Barnes Road Section of the Skyline Boulevard, in Multnomah County, be mailed direct to you.

I shall be pleased to comply with Mr. Johnson's request.

Very truly yours,

HBG:AM

Secretary

cc - Mr. Homer G. Johnson
Imperial Hotel
Portland, Oregon

cc - Carl Smith

SEP 23 '41
SMITH

September 23, 1941

Mr. Homer G. Johnson
General Contractor
Imperial Hotel
Portland, Oregon

Dear Sir:

This acknowledges receipt of your letter of September 22 requesting that further payments to you in connection with your contract No. 2325 for construction of the Germantown Road-Barnes Road Section of the Skyline Boulevard, in Multnomah County, be forwarded to Mr. Calvin N. Souther, c/o Wilbur, Beckett, Howell & Oppenheimer, Board of Trade Building, Portland.

I shall be pleased to comply with your request.

Very truly yours,

Secretary

MBG:AM

cc - Mr. Calvin N. Souther
c/o Wilbur, Beckett, Howell
and Oppenheimer
Board of Trade Bldg.
Portland, Oregon

cc - Carl Smith

NOTED SEP 23 '41
CARL F. SMITH

R. W. WILBUR
H. B. BECKETT
F. C. HOWELL
E. K. OPPENHEIMER
ROBERT T. MAUTZ
CALVIN N. SOUTHER

WILBUR, BECKETT, HOWELL & OPPENHEIMER
ATTORNEYS AT LAW
BOARD OF TRADE BUILDING
PORTLAND, OREGON

CABLE ADDRESS
WILBUR

Sept. 22, 1941.

Oregon State Highway Commission,
Salem, Oregon.

Atten: H.B.Glaisyer

Gentlemen:

Re: Germantown Road - Barnes Road
Section of Skyline Boulevard-
Multnomah County

I am enclosing another letter of instructions to you from Homer G.Johnson concerning all further payments to be made under your contract with him. This letter is being written at the suggestion of the Rural Electrification Administration in Washington,D.C.,in order to correct the record.

Very truly yours,
WILBUR,BECKETT,HOWELL & OPPENHEIMER,
By Cal N Souther

CNS/P

Enc.

noted
ans 9/23

NOTED [illegible]
[illegible]

ACKNOWLEDGED
H. B. GLAISYER

HOMER G. JOHNSON
GENERAL CONTRACTOR

Home Office
IMPERIAL HOTEL
PORTLAND, ORE.

REPLY TO

Sept. 22, 1941.

Oregon State Highway Commission,
Salem, Oregon.

Atten: H.B. Glaisyer

Gentlemen:

Re: Germantown Road - Barnes Road
Section of Skyline Boulevard-
Multnomah County

I wish that you would please make any further payments to me under the above captioned contract by mailing checks for such payments to Calvin N. Souther, Board of Trade Building, Portland, Oregon.

Very truly yours,

Homer G. Johnson

Homer G. Johnson

noted 9/23

[illegible] SEP 23 41
[illegible]

ACKNOWLEDGED
H. B. GLAISYER

RECEIVED
SEP 18 1941
FOR FILING

FAS 71-A-1

September 18, 1941

Honorable Earl Snell
Secretary of State
Salem, Oregon

Dear Sir:

This will acknowledge receipt of your letter of September 17, transmitting a letter from Ross Island Sand & Gravel Company, in which they acknowledge receipt of $4,000.00 and claim a balance due of $1,930.50, for material furnished Homer G. Johnson on his contract No. 2325, for work on the Germantown Road-Barns Road Section of the Skyline Boulevard, in Multnomah County.

We have called this letter to the attention of Mr. Johnson's surety.

Very truly yours,

OREGON STATE HIGHWAY COMMISSION

By

Secretary

DOD:RS

NOTED
[illegible]

EARL SNELL
SECRETARY OF STATE
SALEM, OREGON

September 17, 1941

Mr. H. B. Glaisyer, Secretary
State Highway Commission
Salem, Oregon

Dear Mr. Glaisyer:

Enclosed is a letter from Ross Island Sand and Gravel Company, relative to an unpaid balance owing them from Homer G. Johnson.

Very truly yours,

Earl Snell

S:FL

Secretary of State

COPY

RECEIVED
18 1941

ROSS ISLAND SAND & GRAVEL CO.
4129 Southeast McLoughlin Blvd.
PORTLAND, OREGON

September 16, 1941

Mr. Earl Snell, Secretary of State,
Salem, Oregon

Dear Sir:

Oregon State Job No. 226-10-40
Homer G. Johnson - Skyline Blvd.

This is to advise that we furnished materials on the above job to Homer G. Johnson.

We have invoiced Mr. Johnson for a total amount of $5930.50 on which he has paid $4,000.00; leaving a balance unpaid to date of $1930.50.

We are giving you this notice because Mr. Johnson has failed to give any response to our efforts to secure payment.

Verys very truly,

ROSS ISLAND SAND & GRAVEL CO.

BY D. L. CARPENTER
President

DLC/DM

September 17, 1941

General Casualty Co. of America
Mansfield and Company
312 Lewis Building
Portland, Oregon

Gentlemen:

We have today been informed by the Ross Island Sand and Gravel Company, 4129 S. E. McLoughlin Blvd., Portland, that they have a claim in the amount of $1,930.50 against Homer G. Johnson, for material furnished on contract No. 2325, for bituminous macadam construction on the Germantown Road-Barnes Road Section of the Skyline Boulevard, in Multnomah County.

Very truly yours,

OREGON STATE HIGHWAY COMMISSION

By

Secretary

DGD:RS

cc - Homer G. Johnson
Imperial Hotel
Portland, Oregon

NOTED
D C DeSart

September 17, 1941

Ross Island Sand & Gravel Co.
4129 Southeast McLoughlin Blvd.
Portland, Oregon

Gentlemen:

This will acknowledge receipt of your letter of September 16, filing a claim in the amount of $1930.50 against Homer G. Johnson and his surety, General Casualty Company of America, Resident Agents, Mansfield and Company, 310 Lewis Building, Portland, for material furnished on contract No. 2325, for bituminous macadam construction on the Germantown Road-Barnes Road Section of the Skyline Boulevard, in Multnomah County.

We are calling this claim to the attention of Mr. Johnson and his surety.

Very truly yours,

OREGON STATE HIGHWAY COMMISSION

By

Secretary

DOD:RS

NOTED
D. C DeSart

ROSS ISLAND SAND & GRAVEL CO.
4139 SOUTHEAST McLOUGHLIN BOULEVARD
PORTLAND, OREGON

September 16th, 1941

[illegible]
[illegible] 17 1941
STATE [illegible] COMMISSION

H. B. Glaisyer, Secretary,
Oregon State Highway Commission,
Salem, Ore.

Dear Sir:

Oregon State Job No. 226-10-40
Homer G. Johnson - Skyline Blvd.

This is to advise that we furnished materials on the above job to Homer G. Johnson.

We have invoiced Mr.Johnson for a total amount of $5930.50 on which he has paid $4,000.00; leaving a balance unpaid to date of $1930.50.

We are giving you this notice because Mr.Johnson has failed to give any response to our efforts to secure payment.

Yours very truly,

ROSS ISLAND SAND & GRAVEL CO.

By D. L. Carpenter

President.

DLC/DM.

REFERRED TO
[illegible]
BY SECRETARY

[illegible]

RECEIVED
SEP 13 1941
FOR FILING

R

FAS 11-B-1

September 12, 1941

The Texas Company
600 Republic Building
Seattle, Washington

Attention: W. A. Smith

Gentlemen:

This will acknowledge receipt of your letter of September 2, filing your claim in the amount of $502.74 for products furnished to Homer G. Johnson on his Contract No. 2325 for bituminous macadam construction on the Germantown Road-Barnes Road Section of the Skyline Boulevard, Multnomah County.

In accordance with our usual practice, we are making record of this claim and notifying Mr. Johnson's surety, General Casualty Company of America, whose resident agent is Mansfield and Company, 310 Lewis Building, Portland, as well as calling it to Mr. Johnson's attention.

We advise that you file your claim against this bond through the office of the Secretary of State, in accordance with Chapter 517, Oregon Laws, 1939, a copy of which is attached for your guidance.

Work on this contract was completed August 8, 1941, but the contract has not been accepted by the Commission as yet.

Very truly yours,
STATE HIGHWAY COMMISSION

By

Secretary

DD/mm

NOTED
D. DeSart

September 12, 1941

Maryland Casualty Company
Mansfield and Company, Resident Agents
310 Lewis Building
Portland, Oregon

Gentlemen:

We have been notified by The Texas Company of a claim in the amount of $502.74 against Mr. Homer G. Johnson, for products furnished on his Contract No. 2325 for bituminous macadam construction on the Germantown Road-Barnes Road Section of the Skyline Boulevard in Multnomah County.

We are calling this to your attention, since you appear as surety on this contract.

Very truly yours,
STATE HIGHWAY COMMISSION

By

Secretary

DD/mm

cc Homer G. Johnson
Imperial Hotel
Portland, Oregon

NOTED
D. DeSart

COPY

THE TEXAS COMPANY

600 Republic Building
Seattle, Washington
September 2, 1941

Contract No. 2325 Skyline-Barnes Road
Contract No. 2390 Siletz-Toledo Job

HOMER G. JOHNSON
3166 N. Greeley
Portland, Oregon

Oregon State Highway Commission
H. B. Glaisyer, Secretary
Salem, Oregon

Dear Sir:

Please be advised that Mr. Johnson is owing the undersigned $502.74 for products furnished him on Contract No. 2325, Skyline-Barnes Road, and that payment has not been received. We understand this contract is completed and, since we have not received payment, we would like to have our claim filed for this amount.

* * * * * * * * * *

We wish to thank you at this time for the cooperation you have given us on the contracts we have written you about.

Yours truly,

THE TEXAS COMPANY

(Signed) W. A. Smith
W. A. SMITH
Credit Manager

HET-KCF

RECEIVED
SEP 13 1941
FOR FILING

FAS 71-A-1

R

September 12, 1941

General Casualty Company of America
Seattle, Washington

Attention: Mr. Gordon H. Sweany

Gentlemen:

This will acknowledge receipt of your letter of September 4, calling our attention to the error in addressing our letter of August 28, to Tacoma, rather than Seattle, Washington, or to Mansfield and Company in Portland.

We have your correct address in our files but admit an error in addressing your letter to Tacoma.

We thank you for calling this to our attention.

Very truly yours,
STATE HIGHWAY COMMISSION

By

Secretary

DD/mm

GENERAL
CASUALTY COMPANY
OF AMERICA
SEATTLE

H. K. DENT
PRESIDENT

September 4, 1941

State Highway Commission of Oregon
Salem, Oregon

Attention Mr. H. B. Glaisyer

Gentlemen:

We have your letter of August 28 with relation to contract No. 2325, covering the Germantown Road-Barnes Road, on Skyline Boulevard, in Multnomah County, with reference to the manner of payment. We wish to acknowledge receipt of your letter and to advise you that the procedure of mailing the warrant, and all future warrants on this contract, to Mr. Calvin N. Souther, care of Wilbur, Beckett, Howell & Oppenheimer, Board of Trade Building, Portland, Oregon, is proper.

We should like to suggest, however, that the address on your letter of August 28 was in error; the Home Office of the General Casualty Company of America is located at Seattle, Washington, while Mansfield & Company is located in Portland, rather than in Tacoma.

Very truly yours,

Gordon H Sweany
Legal Department

Gordon H. Sweany
rj

FAS 71-A-1

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SEP 9 1941
FOR FILING

FEDERAL WORKS AGENCY
PUBLIC ROADS ADMINISTRATION
DISTRICT ONE

MONTANA
OREGON
WASHINGTON

POST OFFICE BUILDING
PORTLAND, OREGON

September 8, 1941

Mr. R. H. Baldock
State Highway Engineer
Salem, Oregon

Dear Sir:

Final inspection of Oregon Federal Aid Secondary Project FAS 71-A (1), Germantown Road-Barnes Road Section of the Skyline Boulevard, was made by a representative of this office on August 15, 1941, subject to submission of Form PR-47. Prompt submission of the final voucher will be appreciated.

Very truly yours,

W. H. LYNCH
District Engineer

By L. J. Caufield
L. J. Caufield
Sr. Highway Engineer

Ior

D. C. DeSart

RECEIVED
AUG 29 1941
FOR FILING

FPS 71-A-1

August 28, 1941

General Casualty Co. of America
Mansfield & Co.
~~Washington Bldg.~~
~~Tacoma, Washington~~

Gentlemen:

You are advised that it is the intention of the State Highway Commission to make semi-final payment to Homer G. Johnson, on contract No. 2325, covering the Germantown Road-Barnes Road, on Skyline Boulevard, in Multnomah County. This payment, in the amount of $12,864.14, will be made on or after September 7, 1941. The retained percentage is $1,275.14.

The state is not advised of any unpaid claims for labor or materials, or of the existence of any claims, debts, dues or demands incurred in the performance of such work and remaining unsatisfied, and you are advised that the state assumes no responsibility for any such claims should there be any.

In accordance with your letter of August 16, the warrant in payment of this voucher will be mailed to Mr. Calvin N. Souther. Kindly acknowledge receipt of this letter.

Very truly yours,

OREGON STATE HIGHWAY COMMISSION

By

Secretary

RS

NOTED
D. [illegible] DeSart

RECEIVED
AUG 29 1941
FOR FILING

FHS 71-B-1

August 21, 1941

Mr. Homer G. Johnson
Imperial Hotel
Portland, Oregon

Dear Sir:

This acknowledges receipt of your letter of August 16, which arrived in today's mail, in which you request that future payments to you in connection with your contract No. 2325, for construction of the Germantown Road-Barnes Road Section of the Skyline Boulevard, in Multnomah County, be mailed to Calvin N. Souther, Board of Trade Building, Portland.

We shall be pleased to comply with your request.

Very truly yours,

Secretary

HBG:RS

cc - Carl Smith

Filed in contract

NOTED
D. G. DeSart

RECEIVED
AUG 29 1941
FOR FILING

FAS 71-A-1

August 21, 1941

Mr. Homer G. Johnson
Imperial Hotel
Portland, Oregon

Dear Sir:

This acknowledges receipt of your letter of August 16, which arrived in today's mail, in which you request that future payments to you in connection with your contract No. 2325, for construction of the Germantown Road-Barnes Road Section of the Skyline Boulevard, in Multnomah County, be mailed to Calvin N. Souther, Board of Trade Building, Portland.

We shall be pleased to comply with your request.

Very truly yours,

Secretary

HBG:RS

cc - Carl Smith

Filed in contracts

NOTED
D. G. DeSart

ED D
G 29 1941
FOR FILING

August 21, 1941

General Casualty Company of America
Mansfield & Company
Lewis Building
Portland, Oregon

Gentlemen: Attention Chas. A. Mansfield

This acknowledges receipt of your letter of August 16 just received, in which you authorize the release of all payments now due or to become due to Homer G. Johnson in connection with his contract with the State Highway Commission for the Germantown Road-Barnes Road Section of the Skyline Boulevard, in Multnomah County, subject to the condition that the checks are mailed to Calvin N. Souther, Board of Trade Building, Portland, Oregon.

This also acknowledges receipt of the enclosure, being a letter from Homer G. Johnson asking that future remittances to him in connection with the above mentioned contract be mailed to Calvin N. Souther, Board of Trade Building, Portland, Oregon.

We shall be pleased to comply with the above instructions.

Very truly yours,

Secretary

HBG:RS

cc - Carl Smith

Filed in contract

NOTED
D. G. DeSart

R

RECEIVED
AUG 23 1941
FOR FILING

FAS-71-A-1

August 22, 1941

Balser Machinery Company
2136 S. E. 8th Avenue
Portland, Oregon

Gentlemen:

This acknowledges receipt of your letter of August 15 requesting information on Homer G. Johnson's contract No. 2325. This contract covers 6.47 miles of bituminous macadam construction on the Germantown Road-Barnes Road Section of the Skyline Boulevard, in Multnomah County.

The General Casualty Company of America, for whom Mansfield & Company, Washington Bldg., Tacoma, Washington are agents, is acting as surety on this bond.

Work on this contract was completed on August 8, 1941, but has not yet been accepted by the Commission.

Very truly yours,

OREGON STATE HIGHWAY COMMISSION

By

Secretary

RS

NOTED
D. C. DeSart

RECEIVED

LZER, MANAGER
OFFICE -- EAST 2143
RESIDENCE -- GARFIELD 4415

OHIO LOCOMOTIVE CRANE CO.
LOCOMOTIVE CRANES
NORTHWEST ENGINEERING CO.
POWER SHOVELS
CHICAGO PNEUMATIC TOOL CO.
AIR COMPRESSORS
PACIFIC WIRE ROPE CO.
WIRE ROPE

BALZER MACHINERY COMPANY

CONTRACTORS AND LOGGERS EQUIPMENT
2136 S. E. EIGHTH AVENUE
CORNER EAST EIGHTH AVENUE AND GRANT STREET
PORTLAND, OREGON

WE RENT NEW AND USED
MACHINERY WITH
PRIVILEGE OF PURCHASE

TRAYLOR ENG. & MFG. CO.
GYRATORY CRUSHERS
MURPHY DIESEL CO., LTD.
DIESEL ENGINES
J. S. MUNDY HOISTING ENGINE CO.
HOISTING EQUIPMENT
VULCAN IRON WORKS
PILE DRIVING MACHINERY

August 15, 1941

RECEIVED

Oregon State Highway Commission,
Salem, Oregon.

Subject: Homer Johnson, Portland, Ore.

Gentlemen:

Will you kindly advise us the official designation of Contract No. 2325 with the above contractor, and advising acceptance date, if same has been accepted.

Will you also kindly advise us the surety on this contract.

Very truly yours,
BALZER MACHINERY COMPANY,
Per
Manager

RLB:DB

R

Form E-1—5M—5-40

OREGON STATE HIGHWAY COMMISSION
FIELD ENGINEER'S WEEKLY REPORT
FOR CONSTRUCTION PROJECTS ONLY

FAS 71-a-1

For Week Ending August 16th. 1941., 19

Section Germantown Road - Barnes Road section

Kind of work Oiling

Highway Skyline Boulevard

Section prefix 226-1040; FAS 71-A (1)

Contractor Homer G. Johnson.

Contract number 2325

Date of contract July 13th. 1940., 19

Date of completion July 31st. 1941., 19

Date work started March 11th. 1941., 19

Estimated date of completion August 8th. 1941., 19

Amount of contract $41,502.00

Per cent of time elapsed 102.1 %

Estimated cost of completed project, exclusive of engineering $42,504.63

Per cent of contract completed, based on total contract price 100 %

Engineering cost to date, $1300.00, %

Date project was completed August 8th. 1941., 19

General information covering progress of work by party and by contractor, important development, instructions to contractors, instructions from Division Engineers, exchanges in personnel of party, etc.:

This week the semi-final estimate has been completed and delivered to the Division Office yesterday, August 15th.

NOTED
RAY WEBBER

RECEIVED
AUG 18 1941

Signed A. B. Dean

Address 9200 S.E. McLoughlin Blvd. Port.

Mail original copy to Salem and duplicate copy to Division Engineer on Saturday of each week, retain triplicate copy for your own file

	GRADING	SURFACING	MAINTENANCE MATERIALS	OIL AND BITUMINOUS MACADAM	PAVING
Miles in project				6.47	
Miles partially completed					
Miles completed				6.47	
Total estimated quantities				580 Tons	
Estimated quantities moved or placed to date				561 "	
Average daily quantities					
Average daily quantities necessary to complete project on time					
Number shifts per day					
Hours per shift					
Average force on project for week	0				

Percentages of men employed on contract to be secured from:

.... County, ...%; .... County, ...%; .... County, ...%; .... County, ...%

	NUMBER USED AND SECURED FROM					CONTRACTOR'S KEY MEN, ETC.	TOTAL
	COUNTY	COUNTY	COUNTY	COUNTY	OTHER SOURCES		
Men							
Men and teams							
Men and trucks under 3 tons							
Men and trucks over 3 tons							
Men and tractors							

Equipment used during week: Shovels ...., Power graders ...., Rollers ...., Mixers ...., Crushing or screening plants ....,

Compressors ...., Bulldozers ...., Sheet-foot rollers ...., ..., ..., ...

	WEATHER	HRS. DELAY	CAUSE OF DELAY
Sunday	Fair		
Monday	"		
Tuesday	Clear		
Wednesday	"		
Thursday	"		
Friday	"		
Saturday	"		

STATE PRINTING DEPT.

RECEIVED
JUL 9 1941
FOR FILING

FAS 71-A-1

[illegible] COMMISSION

July 9, 1941

Mr. W. H. Lynch
District Engineer
Public Roads Administration
Post Office Box 3900
Portland, Oregon

Dear Sir:

Referring to the proposed substitution of tar for asphalt on Federal Aid Secondary Project FAS 71-A (1), this will advise that the contractor has found that the available supply of tar in this territory is all contracted for other projects. It will therefore be necessary to use asphalt even though the delivery of asphalt is made uncertain by present transportation difficulties.

Very truly yours,

R. H. BALDOCK
Chief Engineer

By

S. H. Probert
Office Engineer

SHP:JF

FORM E-90 REVISED 25M 1-41

OREGON STATE HIGHWAY COMMISSION

INTER-DEPARTMENT CORRESPONDENCE

Portland, Oregon
July 5, 1941

Subject: Germantown Road-Barnes Road Section

To:

Mr. H. G. Smith
Construction Engineer
State Highway Department
Salem, Oregon

Dear Sir:

Mr. Compton found that no Gasco was available so he ordered asphalt last week. He expects to start shooting oil Monday, July 7.

Mr. Dean has inspector McFarlane and three rock checkers lined up, as contractor plans to work long hours.

Very truly yours,

E. A. Collier
Division Engineer

EAC:l[illegible]
2 copies

Probert

RECEIVED
JUL 7 -
[illegible] OF [illegible]

FEDERAL WORKS AGENCY
PUBLIC ROADS ADMINISTRATION
DISTRICT ONE

MONTANA
OREGON
WASHINGTON

POST OFFICE BUILDING
PORTLAND, OREGON

[illegible]
3 - 1941
[illegible]

July 2, 1941

Mr. R. H. Baldock
State Highway Engineer
Salem, Oregon

Dear Sir:

Reference is made to your letter of June 29, requesting the substitution of tar at $13.80 per ton for the asphalt bid at $16.50 per ton by Homer G. Johnson, contractor on Oregon Federal Aid Secondary Highway Project FAS 71-A (1), the Skyline Boulevard.

In view of your statement that there is a shortage of tank cars, and also there is a congestion in railroad traffic due to Army maneuvers in California, the substitution mentioned above is hereby approved subject to supplemental agreement with the contractor and substitute estimate being submitted.

Very truly yours,

W H Lynch

W. H. LYNCH
District Engineer

Copy sent to H. B. Smith.

RECEIVED
JUN 30 1941
FOR FILING

FAS 71-A-1

June 28, 1941

Mr. W. H. Lynch,
District Engineer,
Public Roads Administration,
P. O. Box 3900,
Portland, Ore.

Dear Sir:

Homer G.Johnson, contractor on the Germantown-Barns Road Section of the Skyline Blvd., in Multnomah County, Contract #2325, FAS 71-A(1), is requesting permission to substitute tar in place of asphalt on this contract.

His reason in requesting this change is the shortage of tank cars and the congestion in railroad traffic due to war maneuvers in California. He is willing to lay the tar at $13.80 per ton, which is a price comparable to his bid price on asphalt, based upon the weight of tar being 1.2 times heavier than asphalt. This will give the gross price for the job the same for tar as for asphalt.

Yours very truly,

R. H. BALDOCK,
Chief Engineer.

CC to
E. A. Collier

H

FAS 71-A-1

Stencil No. 124

RECEIVED

FEDERAL WORKS AGENCY
PUBLIC ROADS ADMINISTRATION
DISTRICT ONE

MONTANA
OREGON
WASHINGTON

POST OFFICE BUILDING
PORTLAND, OREGON

Oregon Project
FAS- 71-A(1)
Germantown Rd.-Barnes
Road Section.

March 13, 1941

Mr. R. H. Baldock
State Highway Engineer
Salem, Oregon

Dear Sir:

We are forwarding herewith, for your files, an executed copy of the ______________ project agreement and certificate for the above-numbered project.

Very truly yours,

W. H. LYNCH
District Engineer

By L. Caufield
L. J. Caufield
Sr. Highway Engineer

Encl.

Ion

wayne-9369

Form P. R. 2

State Oregon

Federal Aid Secondary Project No. FAS 71-A(1)

PROJECT AGREEMENT

MEMORANDUM OF AGREEMENT made this 18th day of February, 1941

by and between The Oregon State Highway Commission

, constituting

for the purpose hereof, the Highway Department of the State of Oregon hereinafter called the Highway Department, and the Federal Works Administrator, hereinafter called the Administrator, under and pursuant to the provisions of the act of Congress approved July 11, 1916 (39 Stat., 355), entitled "An Act to provide that the United States shall aid the States in the construction of rural post roads, and for other purposes," and of the act approved November 9, 1921 (42 Stat., 212), entitled "An Act to amend the Act entitled 'An Act to provide that the United States shall aid the States in the construction of rural post roads, and for other purposes,' approved July 11, 1916, as amended and supplemented, and for other purposes," and acts amendatory thereof or supplementary thereto; particularly Section 7 of the Act approved June 16, 1936, 49 Stat. 1521 (Public No. 686, 74th Congress):

Whereas the Highway Department of said State submitted on the 29th day of March, 1940, a project statement, which was approved on the 20th day of April, 1940, for the proposed construction of a project consisting of the road hereinafter described; and

Whereas the Highway Department, in accordance with the rules and regulations promulgated for the administration of the Federal Highway Act, has furnished surveys, plans, specifications, and estimates for Section A(1) of said project which were recommended for approval by the District Engineer of the Public Roads Administration on the 27th day of May 1940; and

Whereas the Administrator has certified to the Secretary of the Treasury his approval of said surveys, plans, specifications, and estimates, and the sum of twenty-seven thousand, eight hundred fifty and no/100 dollars ($27,850.00) as the share of the United States payable under said act on account of Section A(1) of said project, which does not exceed the authorized Federal pro rata share of the approved total estimated cost thereof:

Now, therefore, in consideration of the premises and of the several promises to be faithfully performed by each, as hereinafter set forth, the Highway Department and the Administrator do hereby mutually agree as follows:

16—11370

FUNDS AT THE DISPOSAL OF THE HIGHWAY DEPARTMENT

ARTICLE I. Funds for the use of the Highway Department in the construction of said project have been made available in the following manner, to wit:

(*a*) By the State : Chap. 175, laws 1917; Chap. 31, laws 1920; Chap. 529, laws 1939. (Include date and citation of act of legislature by which authorized)

(*b*) From other sources (State how placed under direct control of Highway Department)

ROAD EMBRACED IN PROJECT

ARTICLE II. This agreement covers the following highway as described in detail in said surveys, plans, and specifications:

Between survey station 78+08.39 in the NE 1/4, Sec. 6, T. 1 S., R. 1 E., W. M., and survey station 120+32.65 in the SW 1/4, Sec. 10, T. 1 N., R. 1 W., W. M., (excepting therefrom that portion between survey station 220+62.15 and survey station 220+90.10), length 6.168 miles, in Multnomah County, being Section A(1) of Oregon Federal Aid Secondary project. No. FAS 71, consisting of 6.168 miles of roadway and no bridges of more than 20 feet clear span, ~~of miles in length~~.

CHARACTER AND METHOD OF CONSTRUCTION

ARTICLE III. The Highway Department will construct or cause to be constructed to final completion said project, in strict compliance with said plans and specifications, which are made a part hereof, under its direct supervision, which shall include adequate inspection throughout the course of construction, subject at all times to inspection and approval by the Administrator or his agents, and in accordance with the laws of said State, the rules and regulations of the Administrator, and the following conditions:

(*a*) It is agreed that the construction work on the project shall be performed by contract, unless the performance thereof by force account shall be approved by the Administrator or his authorized representatives. Such construction work as may be performed by force account shall be paid for on the basis of the units of work performed at the unit prices set forth in the estimate as approved by the Administrator, except that where the total actual cost is ascertained to be less than the estimate so approved the total Federal payments shall not exceed the Federal pro rata share of such total actual cost.

UNITED STATES PRO RATA SHARE OF THE COST OF SAID PROJECT

ARTICLE IV. The United States pro rata share of the value of the labor and materials which shall be actually put into the construction of Section A(1) of said project shall not in any event exceed the sum of twenty-seven thousand, eight hundred fifty and no/100 dollars ($27,850.00), certified to the Secretary of the Treasury as above mentioned, which does not exceed the authorized Federal pro rata share of forty-five thousand, six hundred fifty-two and no/100 dollars ($45,652.00), the approved total estimated cost of Section A(1) of said project.

PAYMENTS

ARTICLE V. As the construction of said project progresses, the Administrator shall from time to time draw warrants on the Secretary of the Treasury for the payment to the State Treasurer (Official or depository) hereby designated by the Highway Department for that purpose and authorized under the laws of said State to receive public funds of the State of Oregon (Name) of such sums as shall not, together with previous payments, exceed the United States pro rata share, as above specified, of the value, as determined by the Administrator after inspection and approval, of the labor and materials which have actually been put into said construction work in compliance with the requirements of Article III hereof.

The Administrator reserves the right to withhold such sum as he may deem necessary to insure completion of construction in compliance with said plans and specifications.

MAINTENANCE OF PROJECT

ARTICLE VI. The Highway Department will maintain said project in compliance with said acts of July 11, 1916, and November 9, 1921, out of funds which have been or will be made available therefor by said State in the manner herein set forth, to wit: Chap. 529, Laws 1939 (Include reference to statute authorizing funds and probable amount annually available)

The Highway Department will use every means within its power to insure proper and permanent maintenance of said project, and to that end will provide for the constant making of needed repairs to preserve a smooth-surfaced highway.

Showing of authority of the Highway Department to execute agreements will be found in the agreement for project No. 112.

In witness whereof the parties have hereunto affixed their signatures, the Highway Department on the day and year first above written and the Administrator on the ________ day of FEB 25 1941, 19____

OREGON STATE HIGHWAY COMMISSION
(Official title of Highway Department)

By Henry F. Cabell
Chairman, State Highway Commission
(Title of officer)

By Herman McClung
Member, State Highway Commission
(Title of officer)

By Herman Oliver
Member, State Highway Commission
(Title of officer)

By ____________________
____
(Title of officer)

By ____________________
____
(Title of officer)

FEDERAL WORKS ADMINISTRATOR,

By H. J. O'Leary
Acting Commissioner of Public Roads.

U. S. GOVERNMENT PRINTING OFFICE 10—11379

Form PR. 3—Revised

FEDERAL WORKS AGENCY
PUBLIC ROADS ADMINISTRATION

CERTIFICATE OF APPROVAL OF PLANS, SPECIFICATIONS, AND ESTIMATES

(Under "An Act to provide that the United States shall aid the States in the construction of rural roads, and for other purposes," approved July 11, 1916, and acts amendatory thereof and supplementary thereto.)

To

The Secretary of the Treasury, and

The State Highway Department of the State of **Oregon**

Pursuant to the acts above cited, I hereby certify—

First. That in accordance with the provisions of said acts, I have approved the plans, specifications, and estimates submitted by the State Highway Department of the State of **Oregon** for the construction of a highway designated in the records of this Agency as **Federal Aid Secondary** Project No. **FAS 71-A(1),** State of **Oregon.**

Second. That in accordance with said provisions I have approved the sum of $**45,652.00** as the total estimated cost of said project, and the sum of $**27,850.00** as the share of the United States, payable under said acts on account of such project, which does not exceed the authorized Federal pro rata share of said total estimated cost.

Done at the city of Washington, this ...... day of ...... one thousand nine hundred and 25 1941

Federal Works Administrator,

By H. J. O'Leary
Acting Commissioner of Public Roads.

U. S. GOVERNMENT PRINTING OFFICE 16—10130

RECEIVED MAR 7 1941

UNITED STATES DEPARTMENT OF AGRICULTURE
BUREAU OF PUBLIC ROADS
DISTRICT No. 1

FEDERAL WORKS AGENCY
PUBLIC ROADS ADMINISTRATION

(Stencil #28)

POST OFFICE BUILDING
PORTLAND, OREGON

IN YOUR REPLY PLEASE
REFER TO FILE NO. Ore. FAS 71-A (1)
Germantown Road-Barnes Road Sec.
Skyline Boulevard

February 10, 1941

Mr. R. H. Baldock
State Highway Engineer
Salem, Oregon

Dear Sir:

We are forwarding herewith two copies of proposed project agreement for signature and return to this office.

Enclosed is an approved copy of the detail estimate, upon which the agreement was based, together with approved copy of specifications.

Very truly yours,

W. H. LYNCH
District Engineer

By L Caufield
L. J. Caufield
Sr. Highway Engineer

RECEIVED
NOV 22 1940
FOR FILING

FAS 71-A-1

November 19, 1940

Mr. W. H. Lynch
District Engineer
Public Roads Administration
P. O. Box 3900
Portland, Oregon

Dear Sir:

Herewith are enclosed seven copies of estimate as basis for project agreement for the Germantown Road-Barnes Road Section, Project No. FAS 71-A (1).

Very truly yours,

R. H. BALDOCK
Chief Engineer

By

S. H. Probert
Office Engineer

Dict. by J. W. Nash/ER

Encl.

Oregon State Highway Department

Federal Aid Secondary
Project No. FAS 71-A (1)

GERMANTOWN ROAD-BARNES ROAD SECTION OF THE SKYLINE BOULEVARD IN MULTNOMAH COUNTY

(Estimate as basis for project agreement. Based on low bid prices.)

Salem, Oregon, November 15, 1940

All Required		Clearing and Grubbing		$ 2,500.00
All Required		Cleaning and Reshaping Ditches		1,000.00
3,400	cu. yds.	3/4" - 0" Material in Leveling Course and Shoulders	$ 1.55	5,270.00
200	M-gal.	Sprinkling	2.00	400.00
6.47	miles	Preparation of Base	100.00	647.00
7,650	cu. yds.	Mineral Aggregate in Place	2.90	22,185.00
70	tons	Emulsified or RC-3 Asphalt in Seal Coat	15.50	1,085.00
510	tons	Asphalt in Place	16.50	8,415.00
			Subtotal	$ 41,502.00
			10% Engr. & Cont.	4,150.20
			Total	$ 45,652.20

Length 6.468 miles
Cost per mile $ 7,058.13

Federal Aid Funds- -	$ 27,850.00
State Funds- -	17,802.00
	$ 45,652.00

State Funds for Construction: Chap. 175, laws 1917; Chap. XI, laws 1920; Chap. 529, laws 1939
Funds for Maintenance: Chap. 529, laws 1939

RECEIVED
SEP 27 1940
FOR FILING

September 26, 1940

Mr. Homer G. Johnson
Imperial Hotel
Portland, Oregon

Dear Sir:

Enclosed is your executed copy of the agreement covering the construction of 6.47 miles of the Germantown Road-Barnes Road Section of the Skyline Boulevard in Multnomah County. Attached in the front of this copy of agreement is a copy of the letter written to you over the signature of R. H. Baldock, which letter is dated August 29, 1940, and at the bottom of which letter is an acceptance by you of the conditions and provisions set forth in the said letter of Mr. Baldock, and following your acceptance is the consent and approval of your surety company.

The original of the said letter, your acceptance, and the consent and approval of your surety are attached to the State's copy of the contract between the State and yourself for the said highway construction.

Your attention is called to the said letter and your acceptance and the approval of your surety company for the reason that the letter, the acceptance, and the approval are made a part of the agreement.

Yours very truly,

OREGON STATE HIGHWAY COMMISSION

By

Secretary

Enclosure
JHD:AW
cc General Casualty Company
of America
4347 Brooklyn Avenue
Seattle, Washington

RECEIVED
SEP 26 1940
FOR FILING

FAS 71-A-1

Salem, Oregon
September 25, 1940

Mr. E. A. Collier
Highway Division Engineer
9200 S. E. McLoughlin Blvd.
Portland, Oregon

Dear Sir:

The enclosed copy of our letter to Homer C. Johnson, under date of August 29, is being sent for your information in regard to the understanding we have had with Mr. Johnson relative to his late acceptance of the award of contract for the Germantown Road-Barnes Road Project.

The contracts have been signed by Johnson and his surety, so everything is in order for commencement of the work. The copy of contract which was sent to you in June is still applicable, as no changes have been made in either the contract or the special provisions.

Very truly yours,

R. H. BALDOCK
Chief Engineer

By

S. H. Probert
Office Engineer

SHP:ER

cc to Mr. H. G. Smith

Encl.

RECEIVED
SEP 25 1940
FOR FILING

FAS 27-B-1

September 7, 1940

Mr. Homer G. Johnson
Imperial Hotel
Portland, Oregon

Dear Sir:

The letter agreement dated August 29, concerning the Germantown Road-Barnes Road Project, was returned to us by Mr. Mansfield on September 3. In his letter of transmittal, Mr. Mansfield stated that the contract forms had previously been returned to us. The contract forms have not reached us, however, and it occurs to us that the sending of the forms may have been overlooked.

If you find that you still have the contract forms, please execute them and have the bond executed before sending them to us, as we do not have in mind making any changes in the contract itself. The letter agreement dated August 29 provides fully for such variation from the contract provisions as is made necessary by the delayed execution of the contract.

Very truly yours,

R. H. BALDOCK
Chief Engineer

By

S. H. Probert
Office Engineer

SHP:ME

cc Mr. J. M. Devers

Mr. Chas. A. Mansfield
Lewis Bldg., Portland

ASSOCIATE MEMBER

MANSFIELD & CO.

SURETY BONDS — GENERAL INSURANCE
LEWIS BUILDING
PORTLAND, OREGON
ATwater 0191

CHAS. A. MANSFIELD
RES. PHONE
BEACON 2308

L. W. NEFF
RES. PHONE
GARFIELD 8278

RECEIVED

September 3, 1940

REFERRED TO RHB
By Asst. State Highway Engineer

R. H. Baldock, Chief Engineer
Oregon State Highway Commission
Salem, Oregon

Dear Mr. Baldock:

In regard to the Germantown Road-Barnes Road Section of the Skyline Boulevard in Multnomah County, I am returning your letter of August 29 in duplicate, containing certain stipulations regarding the above referred to contract which have been duly acknowledged by Homer G. Johnson and consented to by us as surety.

It is my understanding that the contracts were returned to Salem and undoubtedly the stipulations will require that certain changes be made in them. If you will be kind enough to have the contracts forwarded directly to me when they are ready, I will see to it that they are properly executed and returned to you at the earliest possible moment.

Yours very truly

Chas A Mansfield
CHAS. A. MANSFIELD

CAM:N
Enc.

FORM 5-K-1 5M 4-39

COMMISSIONERS
HENRY F. CABELL, CHAIRMAN, PORTLAND
E. B. ALDRICH, PENDLETON
HURON W. CLOUGH, CANYONVILLE

H. B. GLAISYER, SECRETARY

R. H. BALDOCK
STATE HIGHWAY ENGINEER

J. M. DEVERS
ATTORNEY

J. W. DESOUZA
ASSISTANT ATTORNEY

OREGON STATE HIGHWAY COMMISSION
SALEM

RECEIVED
SEP 9 1940
FOR FILING

FE 71-P-1

August 27, 1940

Germantown Road-Barnes Road
Section of Skyline Boulevard

Mr. R. H. Baldock,

Office.

NOTED
State Highway Engineer

Dear Sir:

The Highway Commission at its recent meeting took official and formal action with respect to the contract awarded to Homer G. Johnson, which contract he had failed to execute and in connection with which he had failed to furnish the performance bond, and by the action of the Commission I was instructed to recover the amount of the bid bond by such proceedings as might be necessary.

Yesterday a representative of the surety company called on me and stated that he had discussed this matter with Mr. Johnson and had recommended to Mr. Johnson that, rather than have any litigation over this matter, he execute the contract, furnish the performance bond and go through with the job. He stated that Mr. Johnson is now willing to do so rather than have any controversy with the Commission, for he does not want to establish unfriendly relations between himself and the Highway Department. Therefore, I am instructed to say to the Commission that Mr. Johnson will execute the contract and furnish the performance bond, provided he will not be required to do the oiling until next year and provided further that he will not be charged engineering costs for a failure to complete the job within the time fixed in the contract.

There is one other matter which was discussed with me in connection with this adjustment and that is this: Mr. Johnson feels that if unfriendliness has been created by reason of his failure to promptly execute the contract and bond and that unfriendly feeling were permitted to influence the administration of the job by the Department it could easily result in severe hardship and loss to him. He realizes, and I think we all do, that his bid does not promise a great deal of profit, and if unreasonable requirements were imposed in the performance of the work it could result in not only a loss of profits but a loss beyond the profit line.

I assured Mr. Mansfield that if the Commission is willing to let Mr. Johnson proceed with the execution of the contract and the performance bond that he will be treated fairly and he will not be penalized by reason of the delay in the execution of the contract. Anything else, in my opinion, would be inexcusable and quite beyond the province of the Highway Department or its employes.

I recommend that the offer made by Mr. Johnson and his surety to now execute the contract and furnish the performance bond be accepted. Acceptance, of course, of the offer would be on the theory that he would not be required to do the oiling until next year and that he will not be penalized on engineering costs or otherwise.

If the contract is signed at this time I would suggest that the completion date be changed so as to conform to the present situation.

In my opinion we would have little chance of recovering on Mr. Johnson's bond if we refuse to permit him now to sign the contract and furnish the bond. I am fearful that a court and/or jury would be prejudiced against the State were we to seek to recover under the bond under the present circumstances and could easily say that we were seeking our "pound of flesh".

Yours very truly,

J. M. Devers

J. M. DEVERS

JMD:PW

cc H. B. Glaisyer
Commissioners

RECEIVED
JUL 20 1940
FOR FIL

FAS 71-H-1

July 15, 1940.

Mr. Homer G. Johnson,
Imperial Hotel
Portland, Oregon

Dear Sir:

This letter is to inquire as to your intentions relative to the acceptance of the contract awarded to you by the State Highway Commission on June 13 for the construction of the Germantown Road-Barnes Road Section of the Skyline Boulevard, in Multnomah County, for which project you submitted the low bid.

Our records disclose that the contract forms were mailed to you on June 18 for acceptance and to furnish the customary bond. On June 24 we wrote you advising that the Highway Commission had refused to make any change in the material to be used in the bituminous macadam work and that it would hold you to your bid based on the use of asphalt. According to the proposal guarantee the successful bidder on any contract must execute the same within 10 days, not including Sundays, from the date of receiving contracts prepared and ready for execution. Otherwise, the Commission may declare such bidder in default.

We will appreciate a letter from you advising us of your intentions with respect to this job.

Yours very truly,

Secretary

HBG:MC

DeSart
note

L.G. DeSart

RECEIVED
OCT 30 1940
~~FOR FILING~~

FAS 71-H-1

June 24, 1940

Mr. Homer G. Johnson
Imperial Hotel
Portland, Oregon

Dear Sir:

Your letter of June 18, advising of an error in the bid which you submitted on June 13, for the Germantown Road-Barnes Road Project in Multnomah County, and a letter from J. C. Compton confirming the statements made therein, were presented to the Highway Commission at a special meeting of the Commission which was held on June 21.

After careful consideration of the matter, the Commission decided that it could not, as a matter of policy and precedent, adjust the amount of a bid upward. The Commission does not, in this instance, have any doubt that the error claimed was a bona fide error, but, inasmuch as errors of the kind can be used to fraudulently benefit the bidder, with corresponding loss to the State, the Commission feels that in permitting an adjustment it would not only be establishing a dangerous precedent, but would also be exercising a judicial function which is not within the scope of its authority.

It is necessary, therefore, to inform you that your request for an adjustment of the error is denied.

Very truly yours,

R. H. Baldock
State Highway Engineer

cc to J. C. Compton
McMinnville, Oregon

5a

HOMER G. JOHNSON
GENERAL CONTRACTOR

Home Office
IMPERIAL HOTEL
PORTLAND, ORE.

REFERRED TO RHB.
By Asst State Highway Engineer

REPLY TO Imperial Hotel
Portland, Oregon
June 18, 1940

Mr. R.H.Baldock,
State Highway Engineer,
Salem, Oregon.

Re: My bid on Germantown Skyline
Boulevard of June 13, 1940.

Dear Sir;

Some time during the day of June 12th I called Mr. J.C.Compton's office at McMinnville, asking that he forward me the prices for oiling on certain jobs and stating to his secretary to rush me the prices on jobs that I wanted to bid on Thursday, June 13th, but to take a little more time for jobs that would be up for bid on the 14th.

Mr. Compton sent in prices for jobs we were going to bid on the 13th with the exception of the Skyline Boulevard job, and the next morning about 7:30 or 8:00 A.M. when we were finishing up the bids for the various jobs I discovered that we had no prices from Mr. Compton for the oiling on Skyline Boulevard job and I immediately phoned him personally and he gave me the price of $15.50 for the cut-back asphalt and $16.50 for the tar, stating he would not quote a price on the heavy asphalt due to the fact that tar was considerably cheaper for the project. After leaving the phone I sat down with several of the others in my office helping to make out the bids and while I was signing some other bids and helping get the totals, one of the parties with me made a mistake of putting the tar price down in the asphalt column and it was unnoticed by myself at the time of sealing the bid.

In view of the fact that prices quoted for asphalt and tar would not justify this bid for asphalt, and that as further evidence to coroberate the fact that a mistake was made, is the fact that every other bidder bid on the tar instead of asphalt, and due to the fact that this was simply an error by someone here in the office, I feel that you should correct same and apply the price to the tar bid where it was intended by Mr. Compton before sending the contracts through for signature.

Yours very truly,

HOMER G. JOHNSON

Homer G. Johnson

J. C. COMPTON
HIGHWAY CONSTRUCTION GENERAL CONTRACTOR
HOME OFFICE---TELEPHONE 106
McMINNVILLE, OREGON

RECEIVED

REFERRED TO
RJB
By Asst. State Highway Engineer

McMinnville, Oregon
June 17, 1940

Mr. R. H. Baldock,
State Highway Engineer,
Salem, Oregon.

Re: Homer Johnson's bid on
Germantown Skyline Boulevard,
bid of June 13, 1940.

Dear Sir:

Homer Johnson asked us to quote prices on road oils and etc. Wednesday, June 12th at which time various prices for jobs up for the 13th were quoted.

Due to some confusion of the dates of jobs the Skyline price was not given on June 12th. On the morning of June 13th between 7:45 and 8:00 A.M. Mr. Johnson called me at McMinnville asking for prices on the Skyline job. At that time I quoted Homer prices on tar, namely $15.50 for cut-back and $16.50 on tar. For your information, tar in contractors' tanks at Lindton is $11.50, the quotation on SE6, f.o.b. tank cars, is $14.70, making the price for SE6 completely out of line in competition with tar. This fact is evident and borne out by the bid submitted on the above project inasmuch as no prices were submitted by road oil contractors on that job for SE6.

No contractor will submit a price of $16.50 on SE6, costing $14.70 tank cars, when the price of tar f.o.b. the contractors equipment is $11.50.

I am requesting Homer Johnson to take up this matter with your department before the signing of the contract and would appreciate your recognizing this error and correcting it by applying the prices quoted, to the tar instead of the asphalt, same being the intent of the bid.

Yours respectfully,

J C Compton
J. C. COMPTON.

COMMISSIONERS
HENRY F. CABELL, CHAIRMAN, PORTLAND
E. B. ALDRICH, PENDLETON
HURON W. CLOUGH, CANYONVILLE

H. B. GLAISYER, SECRETARY

R. H. BALDOCK
STATE HIGHWAY ENGINEER
SALEM
C. B. McCULLOUGH
ASSISTANT STATE HIGHWAY ENGINEER
SALEM

OREGON STATE HIGHWAY COMMISSION
SALEM

IN REPLY PLEASE
REFER TO FILE NO.

RECEIVED
JUN 21 1940
FOR FILING

FAS 71-A-1

June 20, 1940

Mr. W. H. Lynch
District Engineer
Public Roads Administration
Post Office Box 3900
Portland, Oregon

Attention: Mr. T. M. Davis

Dear Sir:

We enclose herewith the following, for Project FAS 71-A (1), a section of the Skyline Boulevard from the intersection of Skyline Boulevard and Barnes Road to the intersection of Skyline Boulevard and Germantown Road, a distance of 6.377 miles:

Three copies of maintenance agreement executed by the Board of County Commissioners and the State Highway Commission

Three copies of an encroachment resolution executed by the Board of County Commissioners

Three copies of an encroachment resolution executed by the City of Portland

Very truly yours,

R. H. BALDOCK
State Highway Engineer

By Oscar Cutler

Oscar Cutler
Asst. Office Engineer

OC:ME

Encl.

cc Mr. J. W. Nash ✓

Jon

RECEIVED
JUN 20 1940
FOR FILING

FAS-71-A-1

June 18, 1940

Mr. Homer G. Johnson
Imperial Hotel
Portland, Oregon

Dear Sir:

We are forwarding to you today, by express, four copies of Contract No. 2325 which was awarded to you on June 13, 1940, by the State Highway Commission for 6.47 miles surfacing and bituminous macadam on the Germantown Road-Barnes Road Section of the Skyline Boulevard, in Multnomah County.

Will you kindly execute all four copies of this contract as to agreement and bond and return them to this office for approval by the Highway Commission. When this is done a fully executed copy will be returned to you for your records and files. We will also send an executed copy to the surety on your bond.

Your special attention is called to the provision under Section 5, page 14, of the General Provisions, relating to the Workmen's Compensation Act. You are expected to accept the terms of this act and to carry on your work under this contract in strict conformance thereto.

Your attention is also called to the mimeographed page immediately following page 14 of the mimeographed Special Provisions, relating to the payment by the contractor of amounts due hospital associations, et cetera.

Very truly yours,

STATE HIGHWAY COMMISSION

By

Secretary

AM

FAS 71-G-1

June 13, 1940

Mr. Homer G. Johnson
Imperial Hotel
Portland, Oregon

Dear Sir:

The State Highway Commission on June 13, 1940, awarded you the contract for 6.47 miles bituminous macadam wearing surface on the Germantown Road-Barnes Road Section of the Skyline Boulevard, in Multnomah County. This award was based on your low bid of $41,902.00, using asphalt, submitted on that date.

Contract forms will be sent to you for execution within the next few days.

Very truly yours,

AM

Secretary

cc - Mr. E. H. Probert
Mr. G. S. Paxson

FEDERAL WORKS AGENCY
PUBLIC ROADS ADMINISTRATION
DISTRICT ONE

MONTANA
OREGON
WASHINGTON

POST OFFICE BUILDING
PORTLAND, OREGON

FAS 71-A-1

June 13, 1940

Mr. R. H. Baldock
State Highway Engineer
Salem, Oregon

Dear Sir:

This is to confirm our verbal concurrence in award of contract, as of this date, for Oregon Federal Aid Secondary Project No. FAS 71-A (1), Germantown Road-Barnes Road Section of Skyline Boulevard, to Homer G. Johnson, Portland, Oregon, who submitted the low bid on the basis of using asphalt.

Very truly yours,

W H Lynch
W. H. LYNCH
District Engineer

FEDERAL WORKS AGENCY
PUBLIC ROADS ADMINISTRATION
DISTRICT ONE

MONTANA
OREGON
WASHINGTON

POST OFFICE BUILDING
PORTLAND, OREGON

May 27, 1940

Mr. R. H. Baldock
State Highway Engineer
Salem, Oregon

Dear Sir:

P.S.& E. documents for Oregon Federal Aid Secondary Project No. FAS 71-A (1), the Germantown Road-Barnes Road Section of the Skyline Boulevard, have today been recommended for approval, subject to final review and approval by the Commissioner of Public Roads. This is your authority to advertise for bids.

Prompt submission of the bid tabulation and agreement estimate will be appreciated.

Very truly yours,

W. H. LYNCH
District Engineer

F. E. Andrews
F. E. ANDREWS
Senior Highway Engineer

May 21, 1940

Mr. W. H. Lynch
District Engineer
Public Roads Administration
P. O. Box 3900
Portland, Oregon

Dear Sir:

We are enclosing herewith five copies each of revised special provision pages one and ten and miscellaneous special provision page headed "Additional Special Provisions" for the Germantown Road-Barnes Road Section, Project No. FAS 71-A (1).

Very truly yours,

R. H. BALDOCK
State Highway Engineer

By

S. H. Probert
Office Engineer

Dict. by J. W. Nash/ER

Encl.

FEDERAL WORKS AGENCY
PUBLIC ROADS ADMINISTRATION
DISTRICT ONE

MONTANA
OREGON
WASHINGTON

POST OFFICE BUILDING
PORTLAND, OREGON

April 22, 1940

Mr. R. H. Baldock
State Highway Engineer
Salem, Oregon

Dear Sir:

Project statement for Oregon Federal Aid Secondary project FAS 71, Skyline Boulevard and Burnside Street, has been approved, and also inclusion of FAS 71-A (1) in the 1940 FAS program.

The way is now clear for action on the P.S.& E. you have submitted. Please notify us what change in date we are to make on the proposal forms for advertising and completion of the contract before making formal recommendation.

Very truly yours,

W. H. LYNCH
District Engineer

By

F. E. Andrews
Sr. Highway Engineer

Revised dates
sent 5/7/40 CW

March 25, 1940

Mr. W. H. Lynch
District Engineer
Public Roads Administration
Post Office Box 3900
Portland, Oregon

Dear Sir:

Herewith are enclosed seven copies of estimate and three copies of right of way statement for the Germantown Road-Barnes Road Section, Project No. FAS 71-A (1).

Five bid proposals and five sets of blueprint plans are being sent under separate cover.

Very truly yours,

R. H. BALDOCK
State Highway Engineer

By

S. H. Probert
Office Engineer

Dict. by J. W. Nash/GS

Encl.

Oregon State Highway Department

Federal Aid Secondary
Project No. FAS 71-A (1)

GERMANTOWN ROAD-BARNES ROAD SECTION
OF THE SKYLINE BOULEVARD IN MULTNOMAH COUNTY

(Estimate to accompany plans and specifications. Not as basis for project agreement.)

Salem, Oregon, March 25, 1940

All Required		Clearing and Grubbing	$ - -	$ 500.00
All Required		Cleaning and Reshaping Ditches	- -	2,000.00
3,400	cu. yds.	3/4" - 0" Material in Leveling Course and Shoulders	2.15	7,310.00
200	M-gal.	Sprinkling	1.50	300.00
6.47	miles	Preparation of Base	100.00	647.00
7,650	cu. yds.	Mineral Aggregate in Place	3.15	24,097.50
70	tons	Emulsified or MC-3 Asphalt in Seal Coat	20.00	1,400.00
510	tons	Asphalt in Place	20.00	10,200.00
604	tons	Heavy Tar in Place	17.00	(Alternate)
			Subtotal	$ 46,454.50
			10% Engr. & Cont.	4,645.45
			Total	$ 51,099.95

Length 6.468 miles
Cost per mile $ 7,900.42

Federal Aid Funds- -$ 31,170.00
State Funds- 19,929.95

$ 51,099.95

GERMANTOWN ROAD-BARNES ROAD SECTION

PROJECT NO. FAS 71-A (1)

All necessary right of way has been acquired for this project.

R. H. BALDOCK
State Highway Engineer

By

S. H. Probert
Office Engineer

March 25, 1940

CONTRACT# 2326

201-A-1 Lombard St. (Alma Ave.-Interstate Sec.) Lombard St., Portland, 1940
#2326 Paving

RECEIVED
JAN 20 1955
FOR FILING

201-A1
2326

OREGON STATE HIGHWAY DEPARTMENT
(date)
January 7, 1955

(CONTRACT NO.)	(EST. NO.)	(CONTRACTOR)	
2326	5 Post Final	Parker-Schram Co.	
(VOUCHER NO.)	(WARRANT NO.)	(AMOUNT)	(DATE)
27628	B-112772	$ 1,246.20	1/7/55

Mr. H. B. Glaisyer:

The warrant listed above is in payment of the final estimate of the above described contract. The warrant will be held in the Accounting Division until advised by you that release is authorized.

ACCOUNTING DIVISION.
Ruth Rawlings

Specified Completion Date: Sept. 30, 1940

Time Extensions: to Oct. 10, 1940 without pentalty

Completion Date: Oct. 10, 1940

Date Accepted: Jan. 21, 1941

Penalties: None of record

Claims: None of record

Remarks:

Date: 1-10-55

To the Accounting Division:

Release of the above warrant is hereby authorized.

H. B. Glaisyer
Secretary

NOTED ON CARD

Warrant Mailed:
Ruth Rawlings

RECEIVED
FOR FILING

201-A-1

OREGON STATE HIGHWAY DEPARTMENT
(date)
December 28, 1954

(CONTRACT NO.)	(EST. NO.)	(CONTRACTOR)
2226	1-Final	Parker-Schram Co.

(VOUCHER NO.)	(WARRANT NO.)	(AMOUNT)	(DATE)
26337	R-1[illegible]	$1,326.81	12/28/54

Mr. H. B. Glaisyer:

The warrant listed above is in payment of the final estimate of the above described contract. The warrant will be held in the Accounting Division until advised by you that release is authorized.

ACCOUNTING DIVISION

Specified Completion Date: **Sept. 30, 1940**

Time Extensions: **to Oct. 10, 1940 without penalty**

Completion Date: **Oct. 10, 1940**

Date Accepted: **Jan. 21, 1941**

Penalties: **None of record**

Claims: **None of record**

Remarks:

Date: **12-29-54**

To the Accounting Division:

Release of the above warrant is hereby authorized.

H. B. Glaisyer
Secretary

ON CARD

Warrant Mailed:
Ruth Rawlings

RECEIVED
FOR FILING
201-A-1

FORM E-123 50M REVISED

COMMISSIONERS
BEN R. CHANDLER, CHAIRMAN
COOS BAY
CHAS. H. REYNOLDS, MEMBER
LA GRANDE
M. K. McIVER, MEMBER
PORTLAND
H. B. GLAISYER
SECRETARY

OREGON
STATE HIGHWAY DEPARTMENT
SALEM

R. H. BALDOCK
STATE HIGHWAY ENGINEER
W. C. WILLIAMS
1ST ASST. STATE HWY. ENGR.
W. W. STIFFLER
2ND ASST. STATE HWY. ENGR.
C. W. ENFIELD
CHIEF COUNSEL

December 28, 1954

~~Parker-Schram Company~~
~~Builders Exchange Building~~
~~Portland 14, Oregon~~

Gentlemen:

In the absence of Mr. Williams, I am replying to your letter of December 22nd in regard to the Alma Avenue-Interstate Avenue Project, Contract No. 2326.

A careful re-check has been made of the tickets issued on and about August 24, which re-check confirms our previous determinations of the tonnage of Cutback Wearing Surface furnished on that date.

In order that you may see that all tickets issued on or about August 24th are accounted for, a statement showing ticket numbers and dates in ticket books 6, 7, 8 and 9 is enclosed. Books 6 and 8 cover "B" Mix placed during the period August 15 to August 27. Books 7 and 9 cover the Cutback Mix and Sand placed during the period August 21 to August 29.

I hope that this information will be helpful to you in reaching a satisfactory conclussion.

Very truly yours,

R. H. Baldock
State Highway Engineer

By

S. H. Probert
Office Engineer

NOTED
W. C. WILLIA

Williams

CONTRACT NO. 2326

Summary of Material Receipt Books Nos. 6, 7, 8 and 9

Book No. 6

Aug.	15	175,051	to	175,098	286.5	B Mix
"	16	175,098	"	175,128	180.0	" "
"	17	175,129	"	175,134	36.0	" "
"	19	174,134	"	175,170	208.5	" "
"	20	175,171	"	175,200	175.5	" "

Book No. 7

Aug.	17	174,901	to	174,930	180.0	Cutback
"	19	174,931	"	174,965	205.0	"
"	19	174,966	"	174,968	9.0	Sand
"	20	174,969	"	- -	4.0	"
"	20	174,970	"	174,998	172.75	Cutback
"	21	174,999	"	- -	4.0	Sand
"	21	175,000	"	175,005	36.0	Cutback
"	21	175,006	"	- -	2.0	Sand
"	21	175,007	"	175,026	120.0	Cutback
"	24	175,027	"	- -	4.0	Sand
"	24	175,028	"	175,050	138.0	Cutback

228

Book No. 9

Aug.	24	175,201	to	175,215	90.0	Cutback
"	24	175,216	"	175,217	8.0	Sand
"	26	175,218	"	175,263	268.5	Cutback
"	26	175,264	"	175,265	8.0	Sand
"	28	175,266	"	175,299	209.75	Cutback
"	28	175,300	"	175,301	7.0	Sand
"	29	175,302	"	175,311	57.5	Cutback
"	29	175,312	"	175,313	8.0	Sand
"	29	175,314	"	175,350	215.75	Cutback

Book No. 8

Aug.	20	175,501	to	175,508	46.5	B Mix
"	21	175,509	"	175,538	180.0	" "
"	22	175,539	"	175,614	455.5	" "
"	23	175,615	"	175,618	18.0	" "
"	24	175,619	"	175,621	18.0	" "
"	26	175,622	"	175,626	27.25	" "
"	27	175,627	"	175,650	139.5	" "

Chas. T. Parker
Carl A. Schram

PARKER-SCHRAM COMPANY
GENERAL CONSTRUCTORS

Builders Exchange Building
Portland 4, Oregon

December 22, 1954

NOTED
W. C. WILLIAMS

W. C. Williams, Deputy State Highway Engineer
Oregon State Highway Department
Salem, Oregon

Dear Sir:

Accept our thanks for your letter of December 20th concerning final settlement on our Contract No. 2326 for paving the Alma Avenue-Interstate Avenue Section of Lombard Street in the city of Portland.

An examination of the statement enclosed with your letter, showing daily tabulation of asphaltic concrete, cutback and asphalt sand deliveries on this project as computed by the State, in comparison with the daily totals of the same materials as listed in the summary we submitted, indicates that a difference in our figures exists on only 3 dates, as follows:

(1) On August 3 where we show 137.00 tons Cutback Wearing Surface and your total is 136.80 tons, which difference is too small to even bother checking.

(2) On August 24 where we show 288 tons Cutback Wearing Surface and you show only 228 tons, which in reality represents the entire difference between our respective tonnage totals.

(3) On October 8 where a memorandum in our contract file record shows "144 tons B Mix allowed as Cutback" but we listed only 114 tons in error on our statement. You show 30 tons Class "B" and 114 tons of Cutback to make the same total, but even if this was, as our record indicates, all Class "B" again the difference of 10¢ per ton in price is too small to justify revision for that reason alone.

Our respective totals on all the other deliveries balance exactly - where any difference exists, the total adjusts itself on the following day. In other words, evidently in a few cases tickets were added in for the wrong dates but the totals for the two days are identical. We also note that on your tabulation the total of your daily tonnage figures on Class "B" Asphaltic Concrete should be 5,372.25 tons instead of 5,371.85 tons as shown, but this difference is also too minor to warrant correction. However, the difference of 60 tons of Cutback Asphalt indicated on August 24 and which as stated above, actually represents the whole difference between our respective figures, we believe it is of sufficient moment to justify further investigation.

Unfortunately we are unable at this time to locate our copies of the load tickets issued by the State on this job, from which our summary was compiled - they have either been misplaced or destroyed and it is, therefore, impossible to check our figures here. However, the difference that exists between our totals on August 24th represents exactly eight 7½ ton loads and as there is, of course, always the possibility that your total may be in error, we will certainly appreciate the courtesy if you will kindly have your figures rechecked for that date with the load tickets issued.

Meantime we are holding the Post Final Estimate No. 5 covering adjustment in quantities resulting from incorrect scale setting, which you have already approved and which was also received in the mail today, until we have your reply.

We thank you in advance for any further trouble that may be caused you in connection with this matter and with all best wishes for a really joyous Christmas and a healthy, happy New Year for you and your family, we are

Yours very truly,

PARKER-SCHRAM COMPANY

By C A Schram

CAS:dab

RECEIVED

December 20, 1954

Parker-Schram Co.
Builders Exchange Building
Portland 4, Oregon

Gentlemen:

We refer to your letter of December 8 concerning final settlement in connection with the Alma Avenue-Interstate Avenue Project, Contract No. 2326.

We are glad that you have brought to our attention the fact that we have not, as yet, made allowance to you for the under-estimate of asphaltic concrete quantities which resulted from incorrect scale setting. Accordingly, we are issuing a supplemental estimate voucher in the amount of $1,246.20 to cover this allowance.

As regards your claim for an additional $130.00 for what you construe to be a shortage in our summation of material receipts for asphaltic concrete and sand, we have rechecked our copies of the receipts and have compared the results with the listing submitted with your letter. The results of this comparison are shown in the statement enclosed herewith. Several of the differences in the comparison are obviously due to errors in your figures. We think, therefore, that a recheck of your copies of the material receipts will satisfy you that our figures are correct. In case it does not, we suggest that you submit your copies of material receipts so that a ticket by ticket comparison may be made.

Very truly yours,

R. H. Baldock
State Highway Engineer

By

W. C. Williams
Deputy State Highway Engineer

SHP:ia

Encl.

TABULATION SHOWING WHERE QUANTITIES SHOWN IN PARKER-SCHRAM STATEMENT OF QUANTITIES ARE NOT IN ACCORD WITH TICKETS ISSUED BY STATE HIGHWAY DEPARTMENT

Contract No. 2326

1941		Tons Class "B" Asph. Conc.		Tons Cutback W. Surf.		Cu. Yds. Sand	
Mo.	Da.	P.-S. Co. Statement	O.S.H.D. Tickets	P.S. Co. Statement	O.S.H.D. Tickets	P.-S. Co. Statement	O.S.H.D. Tickets
7	24	9.50	same				
	25	46.50	"				
	27	216.00	"				
	29	259.00	"				
	30	162.00	"				
	31	53.50	"				
8	1	27.00	"				
	2	42.00	"	117.50	same	2.75	same
	3	102.00	"	137.00	136.80		
	5	28.50	"				
	6	246.50	240.25				
	7	225.00	231.25	187.50	same	7.00	"
	8	162.50	same	143.75	"		
	9	327.00	"	60.00	"	3.00	"
	10	258.00	"	90.00	"	7.00	"
	12			234.00	"	7.50	"
	13	12.00	"	366.00	"		
	14	510.00	"				
	15	424.50	"	96.00	"	3.00	"
	16	180.00	"	160.75	"	4.00	"
	17	36.00	"	343.00	"	9.00	"
	19	208.50	"	205.00	"	4.00	"
	20	222.00	"	172.75	"	10.00	"
	21	180.00	"	156.00	"		
	22	455.50	"				
	23	18.00	"			8.00	"
	24	18.00	"	288.00	228.00	8.00	"
	26	27.25	"	268.50	same		
	27	471.00	"	209.75	0.00	7.00	"
	28	259.50	"	273.25	209.75	8.00	"
	29	10.75	"	63.50	336.75		
	30	82.50	"	122.25	same	4.00	"
	31						
9	9	30.00	"			3.00	"
	11	31.75	22.75	4.75	"		
	13		4.00				
	14		5.00				
10	8	114.00	30.00	-	114.00		
Totals		5,456.75	5,371.85	3,699.25	3,753.05	95.25	95.25

December 20, 1954

PARKER-SCHRAM COMPANY
GENERAL CONTRACTORS

[illegible]
[illegible]

[illegible], Construction Engineer
Oregon State Highway Department
Salem, Oregon

Contract No. 2[illegible]

Dear Sir:

[illegible], Auditor, we have re-
[illegible] of December [illegible] determined
[illegible] showing [illegible] performed under our
[illegible] Section of
[illegible] with your request,
[illegible] of this [illegible] and are
[illegible] the understanding, based
[illegible] conversation, that although
[illegible] your statement [illegible] is actually to be con-
[illegible] Estimate No. [illegible] is without pre[illegible]-
[illegible] as a Progress Estimate, that such action is without pre-
[illegible] right to assert [illegible] for additional compensation due
[illegible] and that acceptance of the payment proposed thereby is
not to be construed as [illegible] final settlement on the contract.

[illegible], which involve only an obvious
With respect to the claims [illegible] furnished, Mr.
deficiency in the quantities [illegible] the evidence
[illegible] in his letter of March [illegible], admitted that
[illegible] and analysis made at that time,
developed as a result of the [illegible] quantity of asphalt actually
indicated that an underrun existed [illegible], apparently as the result of
placed as compared with the amount allowed [illegible] weighed in August and Sep-
[illegible] scales. The test loads that we had [illegible] approximately 3% in our weights as
[illegible], showed an underrun of [illegible] Scale, but because he consider-
compared with those obtained on the [illegible] responsibility rather than the
ed the accuracy of the scales used was our [illegible] based on an increase of
State's, proposed a compromise offer of adjustment [illegible] Estimate No. 4 referred
3% in the total tonnage as computed and allowed in [illegible] accept the offer in
to above. We consider this proposal [illegible] fair and [illegible] apply to the total
principle, but we do believe that the increase should [illegible] the quantity included
[illegible] the State weight [illegible] rather than [illegible] computed in error.
[illegible] estimate, which also was apparently

During the conference in [illegible], the time of the above investigation, the
writer left with the Department a copy of a statement showing compilation of
the [illegible] total weight of [illegible] tested by the State each day

[illegible] deliveries to the [illegible] project, segregated into the various classes of material [illegible]:

Class "B" Asphaltic Concrete	[illegible] Tons
Cutback Asphalt	3,[illegible]
[illegible]	[illegible]
	[illegible]

The amounts allowed in Progress Estimate No. 4 are, as follows:

Class "B" Asphaltic Concrete	[illegible] Tons
Cutback Wearing Surface	3,[illegible]
	9,2[illegible]

which indicates a shortage of [illegible] in the quantities as computed by the State from the weight tickets [illegible] on this project. [illegible] was to [illegible] in an effort to locate the discrepancy, [illegible] of this record by your [illegible] the matter. A copy of this [illegible] letter of April [illegible] to Mr. Dean [illegible] adjustment but no [illegible]. We are enclosing another copy of [illegible].

Item [illegible] of the Specifications [illegible] this contract provides, as follows:

> "For each ton of [illegible] furnished and placed in accordance with the [illegible], the Contractor will receive the price bid per ton for "Cutback Asphalt Wearing Surface"."

[illegible] some evidence shows that the figures shown by this statement [illegible] correct, we are willing to [illegible], in line with the compromise [illegible] by Mr. Williams, [illegible] determined as follows:

Item 11. Class "B" Asphaltic Concrete		[illegible] Tons		
	Plus [illegible]	[illegible]		
		[illegible]	@ $3.90	$22,026.22
Item 12. Cutback Asphaltic Wearing Surface		3794.50 Tons		
	Plus 3½%	132.80		
		3927.30	@ $3.80	14,923.74
				$36,949.96
Less: As allowed in Estimate No. 4				
Item 11.		$[illegible]0.22		
12.		[illegible]		$35,573.76
Increased Allowance -				$ 1,376.20

and payment of the sum of $2,703.0[illegible] in final settlement and release of all claims in connection with this contract.

Yours very truly,

PARKER-SCHRAM COMPANY

By

CAS:cab

Encl.

PARKER-SCHRAM COMPANY

Portland, Oregon

[illegible] Summary of Loads and Total Weight of Asphaltic Concrete Materials delivered to [illegible] Interstate Ave. Section of [illegible] in the City of Portland - Contract [illegible]

1940		[illegible]		[illegible]		Sand		Total
Mo.	Da.	Loads	Tons	Loads	[illegible]	Loads	Yds.	Tons
7	[illegible]	[illegible]	9.50					9.50
	[illegible]	[illegible]	45.50					45.50
	27	[illegible]	216.00					216.00
	[illegible]	[illegible]	259.50					259.50
	[illegible]	28	[illegible]					162.00
	[illegible]	[illegible]	[illegible]					[illegible]
8		[illegible]	[illegible]					27.00
	[illegible]		[illegible]	[illegible]	[illegible]			159.50
	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	1	[illegible]	241.75
		8	[illegible]					28.50
	[illegible]	[illegible]	[illegible]					246.50
	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]			[illegible]
	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	2	[illegible]	[illegible]
		[illegible]	327.00		[illegible]			[illegible]
	[illegible]	43	253.00	[illegible]	[illegible]	1	[illegible]	[illegible]
	[illegible]			[illegible]	[illegible]	3	7.00	[illegible]
	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	2	7.50	[illegible]
	[illegible]	[illegible]	[illegible]					[illegible]
	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]			[illegible]
	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	1	3.00	343.75
	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	1	[illegible]	383.00
	[illegible]	36	208.50	[illegible]	[illegible]	[illegible]	[illegible]	422.50
	[illegible]	38	[illegible]	[illegible]	[illegible]	1	4.00	396.75
	[illegible]	30	180.00	20	[illegible]	3	10.00	346.00
	22	[illegible]	[illegible]					455.50
	[illegible]	4	18.00					18.00
	[illegible]	[illegible]	18.00	35	[illegible]	2	[illegible]	314.00
	[illegible]	[illegible]	[illegible]	46	[illegible]	2	8.00	303.75
	[illegible]	80	471.00	[illegible]	[illegible]			680.75
	28	45	[illegible]	[illegible]	[illegible]	[illegible]	7.00	539.75
	[illegible]	[illegible]	[illegible]	11	63.50	[illegible]	8.00	82.25
	[illegible]	14	82.50	21	[illegible]			204.75
	[illegible]					1	4.00	4.00
[illegible]	[illegible]	[illegible]	[illegible]					30.00
	[illegible]	6	[illegible]		[illegible]	1	[illegible]	39.50
10	8	[illegible]	114.00					114.00
			5456.75		[illegible]		[illegible]	9251.25

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FORM E-90X 15M 8-48 22204

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2326

OREGON STATE HIGHWAY COMMISSION

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
August 3, 1951

SUBJECT:

To: Mr. W. C. Williams
Assistant State Highway Engineer

With reference to recent actions on the four Parker-Schram Co. contracts in connection with which final payments have not been made, we find as follows:

1. The four contracts are:

Contract No. 1781 - Big Eddy Overcrossing
Contract No. 1916 - Ross Island Br.-Schiller Creek
Contract No. 2326 - Lombard Street Project
Contract No. 2347 - Oregon Slough-Columbia Slough

2. Relative to Contract No. 1781, we find no indication of any action having been taken either by us or by Parker-Schram since about 1940. (This is a bridge job).

3. Relative to Contract No. 1916, we find that under date of March 9 (apparently on your instruction) we issued two dummy price agreements; one allowing $6.74 for "digging a test hole in cut at Milwaukie Ave.," and the other allowing $24.25 for "removal of curbs at junction of Brooklyn and Grand Avenues." Also, that we issued on March 16, 1949, a revised final voucher in which allowance of the two price agreement items here mentioned was made. Parker-Schram has taken no action on this revised final voucher.

4. Relative to Contract No. 2326, we find that on March 10, 1949, you wrote to Parker-Schram agreeing to an allowance of $1,246.20 to cover what appears to have been an underpayment for asphaltic concrete due to defective weigh scales. In your letter you asked Parker-Schram to advise of its concurrence, but no such concurrence appears to have been received.

5. Relative to Contract No. 2347, we find that on March 10, 1949, you wrote to Parker-Schram disallowing their claim for extra tonnage of asphaltic concrete due to defective scales and asking them to accept the final voucher issued to them in 1941. The final voucher has not as yet been received from Parker-Schram.

Copies of the letters referred to in paragraphs Nos. 4 and 5 above are in the files of your secretary.

S. H. Probert
Office Engineer

SHP:gs

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201-A-1

2326

March 10, 1949

Parker-Schram Company
201 Builders Exchange Building
Portland, Oregon

Gentlemen:

Pursuant to our conversation of recent date, a recheck and further analysis has been made of the tonnage of asphaltic concrete placed on your Contract No. 2326, Alma Avenue-Interstate Avenue Section of Lombard Street in the City of Portland. The evidence in this matter indicates that there was an underrun in the quantity of asphalt actually placed as compared with the estimate, and it appears that such underrun may have been the result of defective scales. The correctness of the scales used should have been determined by your company and is not a direct responsibility of the state. The test loads that were weighed in August and September, 1940, indicate an underrun of approximately 5½%, in comparing the weights as indicated by your scales with weights indicated by public scale. When these weight discriminations were determined, you called in a representative of the Fairbanks Morse Company, who made an investigation and determined that your scales were in error approximately 3½%.

There appears no direct obligation on the part of the state to adjust the amount of asphalt tonnage, but as it does appear that more asphaltic material was placed than the weight tickets actually showed, we are willing to effect a settlement to the extent of 3½% discrepancy in the scales, as determined by the Fairbanks Morse representative. You placed a total tonnage on the Alma Avenue-Interstate Avenue Section of 9,220 tons, of which amount 5,372 tons were Class "B" and 3,848 tons were cutback wearing surface.

3½% of the above quantities would result in 188 tons of Class "B" and 135 tons of cutback. At your bid price of $3.90 for Class "B" and $3.80 for cutback, the monetary amounts are $733.20 and $513.00, respectively, or a total of $1,246.20.

In an effort to effect a settlement of this long-standing claim, subject to your acceptance, we will recommend to the State Highway Commission the additional 3½% payment, which totals, as stated above, $1,246.20. If you will advise your concurrence in this matter, we will present it to the Highway Commission for final settlement.

Very truly yours,

R. H. Baldock
State Highway Engineer

By

W. C. Williams
Assistant State Highway Engineer

WCW:ms

R

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FOR FILE

201-A-1

July 22, 1941

Mr. W. H. Lynch
District Engineer
Public Roads Administration
P. O. Box 3900
Portland, Oregon

Dear Sir:

In accord with the request contained in your letter of July 15, 1941, we are enclosing herewith four copies of excerpts from the minutes of the meeting on January 21, 1941, of the State Highway Commission, granting an extension of time to complete the work under Contract No. 2326 on the Alma Ave.-Interstate Ave. Section, Project No. FA 201-A (1).

Very truly yours,

R. H. BALDOCK
Chief Engineer

By

S. H. Probert
Office Engineer

Dict. by J. W. Nash/ER

Encl.

FEDERAL WORKS AGENCY
PUBLIC ROADS ADMINISTRATION
DISTRICT ONE

MONTANA
OREGON
WASHINGTON

POST OFFICE BUILDING
PORTLAND, OREGON

July 15, 1941

Mr. R. H. Baldock
State Highway Engineer
Salem, Oregon

Dear Sir:

Will you please furnish four copies of the customary excerpt from the Highway Commission's minutes relative to extension of time for your contract No. 2326, Alma Avenue to Interstate Avenue section of North Lombard Street in Portland, Oregon FAP 201-A (1), for insertion in the final voucher.

7-21 cl.

Very truly yours,

W. H. LYNCH
District Engineer

By F. E. Andrews
F. E. Andrews
Sr. Highway Engineer

EXCERPT FROM MINUTES OF MEETING ON JANUARY 21, 1941

OF THE OREGON STATE HIGHWAY COMMISSION

Parker-Schram Company, contract No. 2326, for paving the Lombard Street (Alma Avenue-Interstate Avenue) Section in the city of Portland, Multnomah County, requested an extension of time of ten days, from September 30 to October 10, 1940, within which to complete this job. They attributed their failure to complete the project within the specified time limit to adverse weather conditions. The Engineer advised that this contract was first considered complete on September 13, 1940. However, rainy weather revealed poor drainage in some of the gutters and the contractor was requested to remedy this condition which accounted for the overrun in time limit. He recommended in view of the fact that it was no fault of the contractor that the work was not completed within the specified time that the extension of time requested be granted without penalty. A letter was presented from the Public Roads Administration concurring therein. The Commission approved the recommendation unanimously.

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OREGON STATE HIGHWAY COMMISSION

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
May 7th, 1941

Subject: Parker-Schram Claim on
Lombard Street Resurfacing

To:

Mr. R. H. Baldock
Chief Engineer
Office

Dear Sir:

In the matter of the request of the Parker-Schram Co. that they be given an adjustment on their Lombard Street resurfacing project because they found that their scales were sluggish and did not check with the loads weighed on the public scales by nearly six percent.

Resident Engineer Dean advises that he kept careful check of the actual and theoretical "pull" of the material during the job and noticed no discrepancy until the latter part of August, when about eighty percent of the tonnage had been placed. He considers that after that time the contractors probably are correct in their contention that the loads overweighed slightly.

It seems to me that the granting of such a request would have little legal background and would subject the Department to criticism of far-reaching affect. The contractors are required to furnish the scales and have them tested by the Bureau of Weights and Measures; therefore, any overweight which the contractors might furnish due to the manner of weighing or the type of scales used is a matter entirely within their jurisdiction, and the State Highway Department would not be concerned if we were satisfied that we were getting the amount contracted for. An example of this is the practice followed by the gravel and rock surfacing contractors who have undoubtedly somewhat overloaded their trucks in the past in order to avoid minute leveling and thus expedite delivery. It has undoubtedly saved them money to follow this practice, and the same reasoning might be applied to the Parker-Schram job.

NOTED
Highway Engineer

It is the contractors' privilege to install platform scales if they so desire. If they elect to use hopper scales which underweigh the material, I do not see how the matter can be corrected by an adjustment based upon a few tickets taken near the end of the job.

Very truly yours,

H G Smith

H. G. Smith
Construction Engineer

HGS:AR

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APR 1 1941
FOR PILING

201-A-1

April 1, 1941

Parker-Schram Company
515 Couch Building
Portland, Oregon

Gentlemen:

At the meeting of the State Highway Commission held on January 21, 1941, the following action was taken on your requests for extensions of time:

Parker-Schram Company, contract No. 2326, for paving the Lombard Street (Alma Avenue-Interstate Avenue) Section in the city of Portland, Multnomah County, requested an extension of time of 10 days, from September 30 to October 10, 1940, within which to complete this job. They attributed their failure to complete the project within the specified time limit to adverse weather conditions. The Engineer advised that this contract was first considered complete on September 13, 1940. However, rainy weather revealed poor drainage in some of the gutters and the contractor was requested to remedy this condition which accounted for the overrun in time limit. He recommended in view of the fact that it was no fault of the contractor that the work was not completed within the specified time that the extension of time requested be granted without penalty. A letter was presented from the Public Roads Administration concurring therein. The Commission approved the recommendation unanimously.

Parker-Schram Company, contract No. 2347, for pavement resurfacing on the Oregon Slough-Columbia Slough Section of the Pacific Highway West, in Multnomah County, requested an extension of time of 63 days, from August 15 to October 17, 1940, within which to complete the job. They attributed their failure to complete the project within the specified time limit to failure of the state highway forces to perform certain necessary planing work on the existing pavement, the highway department's planing equipment being in use elsewhere, and additional work required to remove a high joint in the new surfacing near the north end of the project, which condition could not be corrected until October 17 because of interference with heavy traffic, resulting from the International Livestock Show which was in progress at the time. The Engineer advised that this contract was awarded contingent upon certain planing work being done by State forces; however, due to the fact that the planing equipment was in repair, such work was not completed until September 3, several weeks after completion date specified in the contract. As soon as this planing work was done, he said, Parker-Schram Company finished their portion of the contract expeditiously except for the touching up of the low spot which was disclosed by subsequent rains. He recommended, inasmuch as such remedial work could not be anticipated during the progress of the contract and for the further reason that the planing work was not done by state forces earlier, that the extension of time now requested be granted without penalty. The Commission approved the recommendation.

Very truly yours,

OREGON STATE HIGHWAY COMMISSION

By

Secretary

FO

cc Mr. E. A. Collier
Portland, Oregon

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FEB 7 - 1941
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201-A-1

February 7, 1941

Glens Falls Indemnity Company
6th Floor, Mills Tower
San Francisco, California

Attention: Mr. R. A. Watkins

Gentlemen:

This will acknowledge receipt of your letter of January 17, and advise that the Parker-Schram Co., Contract 2326 for paving a portion of Lombard Street in the city of Portland was completed October 10, 1940 and accepted by the Oregon State Highway Commission January 21, 1941.

Upon payment of the final warrant, which will be about February 15, the total amount paid on the contract will be $37,776.53 of which amount $227.16 is in payment of force account work.

Very truly yours,

OREGON STATE HIGHWAY COMMISSION

By

Secretary

DGD/PO

NOTED
D. G. DeSart

a

R. H. GRIFFITH, VICE-PRESIDENT
R. LYNN COLOMB, ASST. MGR.
PACIFIC COAST DEPARTMENT
6TH FLOOR MILLS TOWER
SAN FRANCISCO, CAL.

Glens Falls
INDEMNITY COMPANY
of Glens Falls, New York

ARTHUR M. COLOMB
SUPERINTENDENT BONDING DEPT.

SAN FRANCISCO, CALIFORNIA

January 17, 1941

Oregon State Highway Commission
Salem
Oregon

Bond 152347 - Parker-Schram Company
Contract for paving Lombard Street, Portland, Oregon
Your contract No. 2326

Gentlemen:

In answer to our status inquiry of November 27, you stated that the above captioned contract was completed October 10, 1940, but hadn't been accepted as of that date. We would appreciate your advices as to the acceptance and total contract price, so we may close our file.

Yours very truly,

RAWatkins

PACIFIC COAST BONDING DEPT.

[illegible] 1-21-41 [illegible]

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a

Feb. 4, 1941

Rogers Insurance Agency
Glen Falls Indemnity Co.
Title & Trust Building
Portland, Oregon

Dear Sirs:

You are advised that state highway contract No. 2326 for paving the Lombard Street (Alma Ave.-Interstate Ave.) Section on the City Street in Portland, in Multnomah County, has been completed and that final payment to the contractor, Parker-Schram Co, 515 Couch Bldg., Portland, will be made on or after Feb. 13, 1941.

The state is not advised of any unpaid claims for labor or materials, or of the existence of any claims, debts, dues or demands incurred in the performance of such work and remaining unsatisfied, and you are advised that the state assumes no responsibility for any such claims should there be any.

This notice is served upon you since you appear as surety on the bond furnished by the contractor. Kindly acknowledge receipt of this letter.

For your information we wish to advise you that the total amount paid the contractor in connection with this contract will be $37,776.53, of which amount $227.16 represents force account work.

This contract was completed on Oct. 10, 1940 and accepted Jan. 21, 1941.

Yours very truly,

STATE HIGHWAY COMMISSION

By

Secretary

DGD:OA

NOTED
D. G. DeSart

R. H. Baldock

2-1-H-1

January 30th, 1941

FINAL COST ANALYSIS

Lombard St. (Alma Ave.-Interstate Ave.) Asphalt Paving City Street
Contract No. 2326 Prefix 236-1041

Parker-Schramm, Contractor
A. B. Dean, Resident Engineer

Item	Cost	Quantity	Unit	Unit Cost	Unit Bid	Gross Revenue
Removal of Old Pavement	$ 228.86	715.2	Sq. Yd.	0.32	0.40	$286.08
" " Guard Rail	32.86	187	Lin. Ft.	0.17	0.15	28.05
" " Sidewalk	30.31	85.07	Sq. Yd.	0.34	0.40	34.03
" " Curbs	31.56	263	Lin. Ft.	0.12	0.12	31.56
Adjusting Manholes	427.93	42	Only	10.19	6.00	252.00
" Catch Inlets	10.00	2	"	5.00	5.00	10.00
" Roof Drains	46.12	5	"	9.23	3.00	15.00
Concrete Curbs	190.12	9.75	Cu. Yd.	19.50	17.50	170.63
" Sidewalks	119.09	85.07	Sq. Yd.	1.40	1.50	127.61
Portland Cement Concrete Base	809.07	116	Cu. Yd.	6.98	9.00	1,044.00
Class "B" Asph. Concrete	21,933.42	5,371.85	Tons	4.08	3.90	20,950.22
Cutback Asph. Wearing Surf.	15,331.75	3,848.3	"	3.98	3.80	14,623.54
PA #1, Cement Adjustment		- 15.16	Bbl.		2.20	- 33.35
Force Account	231.50					227.16
	$39,422.59					$37,766.53

Total Cost	$39,422.59
Gross Revenue	37,766.53
Net Loss	$1,656.06

Net Loss Equals 4.4% of Gross Revenue

NOTED
State Highway Engineer

Lombard St. (Alma Ave.-Interstate Ave.)

Detail of Cost

Labor:

Supervision			$511.00	
Labor			5,517.65	
State Industrial Accident Insurance			391.86	
Social Security & Unemployment Insurance			241.15	
				$6,661.66

Materials:

Class "B" Asphaltic Concrete	5,371.85	tons at $3.02	$16,222.98	
Cutback Asphalt Wearing Surface	3,848.3	tons at $2.92	11,237.04	
Ready Mix Concrete	135.272	cu. yds. at $5.55	750.13	
				28,210.15

Material prices include delivery charges to street.

Equipment Rental and Supplies:

Equipment Rental	$1,687.00	
Repairs on Hired Equipment	158.10	
Gas, Oil and Grease	400.45	
Miscellaneous Supplies & Small Tools	462.40	
Traffic Supplies	181.09	
Public Liability Insurance	60.28	
Office & General Overhead 3% of Gross Revenue	1,127.00	
Move In, Cartage	98.80	
Bond	375.66	
		4,550.78
		$39,422.59

Lombard St. Paving

REMARKS:

This contract, which required the resurfacing with asphaltic concrete of 2.55 miles of city street, was bid on June 13th, 1940. The contractor started work on July 16th and completed on October 4th.

The asphaltic concrete used on this contract was purchased from the Parker-Schramm commercial plant located on N. Front Street, 7.5 miles from the west end of the job, and the material was delivered to the paver. The Jaeger paver used on this job did not require the placing of wooden forms as the grade was secured from a suspended chalk line. The paver was operated 280 hours, and an average of 33 tons per hour was placed. The low production which increased the cost of the street work was responsible for the loss on the contract.

E. H. Clymer
Cost Analyst

By . . V. R. Jones

UNITED STATES DEPARTMENT OF AGRICULTURE
BUREAU OF PUBLIC ROADS
DISTRICT No. 1

POST OFFICE BUILDING
PORTLAND, OREGON

FEDERAL WORKS AGENCY
PUBLIC ROADS ADMINISTRATION

RECEIVED
JAN [illegible]
FOR FILING

Stencil No. 124

IN YOUR REPLY PLEASE
REFER TO FILE No. Oregon FAP 201-A (1)
Alma Ave.-Interstate Ave. Sec.
of Lombard St., Portland

January 18, 1941

201-A-1

Mr. R. H. Baldock
State Highway Engineer
Salem, Oregon

Dear Sir:

We are forwarding herewith, for your files, an executed copy of the ____________ project agreement and certificate for the above numbered project.

Very truly yours,

W. H. LYNCH
District Engineer

By T. M. Davis
T. M. Davis
Sr. Highway Engineer

Encls.

Iron

Dicta by J. H. [illegible]
[illegible]
Office Engineer

Wa4pr-8858

Form P. R. 2

State Oregon

Federal Aid Project No. 201-A(1)

PROJECT AGREEMENT

MEMORANDUM OF AGREEMENT made this 18th day of December, 1940

by and between The Oregon State Highway Commission, constituting

for the purpose hereof, the Highway Department of the State of Oregon hereinafter called the Highway Department, and the Federal Works Administrator, hereinafter called the Administrator, under and pursuant to the provisions of the act of Congress approved July 11, 1916 (39 Stat., 355), entitled "An Act to provide that the United States shall aid the States in the construction of rural post roads, and for other purposes," and of the act approved November 9, 1921 (42 Stat., 212), entitled "An Act to amend the Act entitled 'An Act to provide that the United States shall aid the States in the construction of rural post roads, and for other purposes,' approved July 11, 1916, as amended and supplemented, and for other purposes," and acts amendatory thereof or supplementary thereto:

Whereas the Highway Department of said State submitted on the 8th day of May, 1940, ~~a~~ revised project statement, which was approved on the 27th day of May, 1940, for the proposed construction of a project consisting of the road hereinafter described; and

Whereas the Highway Department, in accordance with the rules and regulations promulgated for the administration of the Federal Highway Act, has furnished surveys, plans, specifications, and estimates for Section A (1) of said project which were recommended for approval by the District Engineer of the Public Roads Administration on the 29th day of May 1940; and

Whereas the Administrator has certified to the Secretary of the Treasury his approval of said surveys, plans, specifications, and estimates, and the sum of twenty-two thousand, seven hundred sixty and 00/100 dollars ($22,760.00) as the share of the United States payable under said act on account of Section A (1) of said project, which does not exceed the authorized Federal pro rata share of the approved total estimated cost thereof:

Now, therefore, in consideration of the premises and of the several promises to be faithfully performed by each, as hereinafter set forth, the Highway Department and the Administrator do hereby mutually agree as follows:

16—11370

B. H. Probert
Office Engineer

Dist. by J. W. Nash/ME

FUNDS AT THE DISPOSAL OF THE HIGHWAY DEPARTMENT

ARTICLE I. Funds for the use of the Highway Department in the construction of said project have been made available in the following manner, to wit:

(a) By the State Chap. 175, laws 1917; Chap. 31, laws 1920; (Include date and citation of act of legislature by which authorized) Chap. 529, laws 1939.

(b) From other sources Portland Traction Company, $9,757, which amount is chargeable to said project pursuant to agreement with the State Highway Department dated June 14, 1940. (State how placed under direct control of Highway Department)

ROAD EMBRACED IN PROJECT

ARTICLE II. This agreement covers the following highway as described in detail in said surveys, plans, and specifications:

Between survey station 52+70 near N. Ida Ave., and survey station 205+15.5 at N. Interstate Ave., all on North Lombard Street in Portland, (excepting therefrom those portions between survey stations 50+26.6 and 61+69.5; and survey stations 170+27 and 193+00)

, length 2.391 miles, in Multnomah County,

being Section A (1) of Oregon Federal Aid project No. 201, consisting of 2.391 miles of roadway and no bridges, [illegible] of more than 20 feet clear span.

[illegible]

16—11379 GPO

Dist. by J. W. Nash/ER

S. I. Probert
Office Engineer

CHARACTER AND METHOD OF CONSTRUCTION

ARTICLE III. The Highway Department will construct or cause to be constructed to final completion said project, in strict compliance with said plans and specifications, which are made a part hereof, under its direct supervision, which shall include adequate inspection throughout the course of construction, subject at all times to inspection and approval by the Administrator or his agents, and in accordance with the laws of said State, the rules and regulations of the Administrator, and the following conditions:

(*a*) It is agreed that the construction work on the project shall be performed by contract, unless the performance thereof by force account shall be approved by the Administrator or his authorized representatives. Such construction work as may be performed by force account shall be paid for on the basis of the units of work performed at the unit prices set forth in the estimate as approved by the Administrator, except that where the total actual cost is ascertained to be less than the estimate so approved the total Federal payments shall not exceed the Federal pro rata share of such total actual cost.

S. H. Probert
Office Engineer

Dist. by J. W. Nash/ER

UNITED STATES PRO RATA SHARE OF THE COST OF SAID PROJECT

ARTICLE IV. The United States pro rata share of the value of the labor and materials which shall be actually put into the construction of Section A (1) of said project shall not in any event exceed the sum of twenty-two thousand, seven hundred sixty and 00/100 dollars ($22,760.00), certified to the Secretary of the Treasury as above mentioned, which does not exceed the authorized Federal pro rata share of forty-seven thousand, sixty-nine and 88/100 dollars ($47,069.88), the approved total estimated cost of Section A (1) of said project.

PAYMENTS

ARTICLE V. As the construction of said project progresses, the Administrator shall from time to time draw warrants on the Secretary of the Treasury for the payment to The State Treasurer (Official or depository) hereby designated by the Highway Department for that purpose and authorized under the laws of said State to receive public funds of the State of Oregon (Name) of such sums as shall not, together with previous payments, exceed the United States pro rata share, as above specified, of the value, as determined by the Administrator after inspection and approval, of the labor and materials which have actually been put into said construction work in compliance with the requirements of Article III hereof.

The Administrator reserves the right to withhold such sum as he may deem necessary to insure completion of construction in compliance with said plans and specifications.

MAINTENANCE OF PROJECT

ARTICLE VI. The Highway Department will maintain said project in compliance with said acts of July 11, 1916, and November 9, 1921, out of funds which have been or will be made available therefor by said State in the manner herein set forth, to wit: (Include reference to statute authorizing funds and probable amount annually available)

Chap. 529, laws 1939.

The Highway Department will use every means within its power to insure proper and permanent maintenance of said project, and to that end will provide for the constant making of needed repairs to preserve a smooth-surfaced highway.

GPO 16—11379

S. H. Probert
Office Engineer

Dist. by J. W. Nash/ER

Showing of authority of the Highway Department to execute agreements will be found in the agreement for project No. 112.

In witness whereof the parties have hereunto affixed their signatures, the Highway Department on the day and year first above written and the Administrator on the ________ day of JAN 3 1941, 19__

OREGON STATE HIGHWAY COMMISSION
(Official title of Highway Department)

By Henry F. Cabell
Chairman, State Highway Commission
(Title of officer)

By Herman M. Oliver
Member, State Highway Commission
(Title of officer)

By ________
Member, State Highway Commission
(Title of officer)

By ________
____
(Title of officer)

By ________
____
(Title of officer)

FEDERAL WORKS ADMINISTRATOR,

By H. J. O'Leary
Acting Commissioner of Public Roads.

Dist. by J. E. Bash/RR

E. H. Probert
Office Engineer

Form PR. 3—Revised

FEDERAL WORKS AGENCY
PUBLIC ROADS ADMINISTRATION

CERTIFICATE OF APPROVAL OF PLANS, SPECIFICATIONS, AND ESTIMATES

(Under "An Act to provide that the United States shall aid the States in the construction of rural roads, and for other purposes," approved July 11, 1916, and acts amendatory thereof and supplementary thereto.)

To

THE SECRETARY OF THE TREASURY, AND

THE STATE HIGHWAY DEPARTMENT OF THE STATE OF Oregon

Pursuant to the acts above cited, I hereby certify—

FIRST. That in accordance with the provisions of said acts, I have approved the plans, specifications, and estimates submitted by the State Highway Department of the State of Oregon for the construction of a highway designated in the records of this Agency as Federal Aid Project No. 201-A(1) State of Oregon

SECOND. That in accordance with said provisions I have approved the sum of $47,069.88 as the total estimated cost of said project, and the sum of $22,760.00 as the share of the United States, payable under said acts on account of such project, which does not exceed the authorized Federal pro rata share of said total estimated cost.

Done at the city of Washington, this ______ day of JAN 3 1941

one thousand nine hundred and ______

FEDERAL WORKS ADMINISTRATOR,

By W. J. O'Leary
Acting Commissioner of Public Roads.

U. S. GOVERNMENT PRINTING OFFICE 16—10139

Dist. by J. U. Nash/ER

S. H. Probert
Office Engineer

FEDERAL WORKS AGENCY
PUBLIC ROADS ADMINISTRATION

UNITED STATES DEPARTMENT OF AGRICULTURE
BUREAU OF PUBLIC ROADS
DISTRICT No. 1

POST OFFICE BUILDING
PORTLAND, OREGON

(Stencil #28)

IN YOUR REPLY PLEASE REFER TO FILE No. Oregon FAP 201-A (1)
Lombard Street (Alma Ave.-
Interstate Ave.) Section
Lombard Highway

December 7, 1940

Mr. R. H. Baldock
State Highway Engineer
Salem, Oregon

Dear Sir:

We are forwarding herewith two copies of proposed project agreement for signature and return to this office.

Enclosed is an approved copy of the detail estimate, upon which the agreement was based, together with approved copy of specifications.

Very truly yours,

W. H. LYNCH
District Engineer

By Caufield
L. J. Caufield
Sr. Highway Engineer

S. H. Probert
Office Engineer

Dict. by J. W. Nash/RR

RECEIVED
NOV 20 1940
FOR FILING

201-A-1

November 19, 1940

Mr. W. H. Lynch
District Engineer
Public Roads Administration
P. O. Box 3900
Portland, Oregon

Dear Sir:

Reference is made to the proportionate share of cost for paving of the track areas on the Lombard Street (Alma Ave.-Interstate Ave.) Section, Project No. FA 201-A (1).

The amount set up in the project agreement estimate is incorrect, the non-participating portion between Stas. 47+63 and 52+70 was overlooked, and likewise the condition that on certain portions of the work double tracks exist.

Accordingly, the following figures are reasonably accurate in representing the participating and non-participating portions:

	Track Area Sq. Yds.	Percentage	Proportionate Share of $10,317.00 Contribution by Traction Co.
Proj. No. 201-A (1)	18,465	94.57	$9,757.00
State Project	1,060	5.43	560.00
	19,525		$10,317.00

We are, accordingly, enclosing seven copies of page number two of the agreement estimate showing the revised set up of funds.

Likewise are enclosed three copies of the agreement with the Portland Traction Company covering their contribution of $10,317.00.

Very truly yours,

R. H. BALDOCK
Chief Engineer

By

S. H. Probert
Office Engineer

Dict. by J. W. Nash/ER

SUMMARY OF FUNDS REQUESTED

Item	Total Cost	Federal Aid Funds	Portland Treating Co. Funds	State Funds
46' Pavement	$ 4,299.35	$ 2,079.00	$ 671.00	$ 1,549.35
50' Pavement	42,770.53	20,681.00	9,086.00	13,003.53
	$47,069.88	$22,760.00	$9,757.00	$14,552.88

State Funds for Construction: Chap. 175, laws 1917; Chap. 31, laws 1920;
Chap. 529, laws 1939
State Funds for Maintenance: Chap. 529, laws 1939

FEDERAL WORKS AGENCY
PUBLIC ROADS ADMINISTRATION
DISTRICT ONE

MONTANA
OREGON
WASHINGTON

POST OFFICE BUILDING
PORTLAND, OREGON

November 18, 1940

NOV 19 1940

Mr. R. H. Baldock
State Highway Engineer
Salem, Oregon

Dear Sir:

Final inspection of Oregon FAP 201-A (1), Lombard Street (Alma Ave.-Interstate Ave. Sec.), in Portland, was made by a representative of this office on October 14, 1940.

Please disregard our letter of October 8, 1940, regarding the inspection of September 14, 1940, at which time some additional work remained to be completed. We have the agreement estimate, forwarded with your letter of November 2, 1940, but lack copies of the agreement with the Portland Traction Company under which they are participating in the costs. We will forward the agreement estimate to San Francisco when these are received. The project agreement must have the Commission's signature before we can act on the final voucher, prompt submission of which will be appreciated.

Very truly yours,

W. H. LYNCH
District Engineer

By L Caufield
L. J. Caufield
Sr. Highway Engineer

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NOV 23 1940
FOR FILING

201-A-1

November 2, 1940

Mr. W. H. Lynch
District Engineer
Public Roads Administration
P. O. Box 3900
Portland, Oregon

Dear Sir:

Herewith are enclosed seven copies of estimate as basis for project agreement for the Lombard St. (Alma Ave.-Interstate Ave.) Section, Project No. FA 201-A (1).

Very truly yours,

R. H. BALDOCK
Chief Engineer

By

S. H. Probert
Office Engineer

Dist. by J. W. Nash/ER

Encl.

Oregon State Highway Department Federal Aid Project No. 201-A (1)

LOMBARD STREET (ALMA AVE.-INTERSTATE AVE.) SECTION
OF THE LOMBARD HIGHWAY IN MULTNOMAH COUNTY

(Estimate as basis for project agreement. Based on low bid prices.)

Salem, Oregon, August 22, 1940

46' Pavement (Sta. 52+70 to 58+26.6) (Sta. 61+69.5 to 69+23.6)

5	sq. yds.	Removal of Old Pavement	$0.40	$ 2.00
70	lin. ft.	Removal of Guard Rails	0.15	10.50
3	only	Adjusting Manholes	6.00	18.00
1	only	Adjusting Catch Inlets	5.00	5.00
4	only	Adjusting Roof Drains	3.00	12.00
1	cu. yd.	Portland Cement Concrete	9.00	9.00
520	tons	Class "B" Asphaltic Concrete	3.90	2,028.00
480	tons	Cutback Wearing Surface	3.80	1,824.00
			Subtotal	$ 3,908.50
			10% Engr. & Cont.	390.85
			Total	$ 4,299.35

Length 0.248 mile
Cost per mile $17,336.08

50' Pavement (Sta. 69+23.6 to 170+27) (Sta. 193+00 to 205+15.5)

715	tons	Removal of Old Pavement	$0.40	$ 286.00
300	lin. ft.	Removal of Guard Rails	0.15	45.00
90	sq. yds.	Removal of Sidewalks	0.40	36.00
290	lin. ft.	Removal of Curbs	0.12	34.80
37	only	Adjusting Manholes	6.00	222.00
1	only	Adjusting Catch Inlets	5.00	5.00
8	only	Adjusting Roof Drains	3.00	24.00
10	cu. yds.	Concrete Curbs	17.50	175.00
85	sq. yds.	Concrete Sidewalk	1.50	127.50
119	cu. yds.	Portland Cement Concrete Base	9.00	1,071.00
5,280	tons	Class "B" Asphaltic Concrete	3.90	20,592.00
4,280	tons	Cutback Asphalt Wearing Surface	3.80	16,264.00
			Subtotal	$38,882.30
			10% Engr. & Cont.	3,888.23
			Total	$42,770.53

Length 2.143 miles
Cost per mile $19,958.25

SUMMARY OF FUNDS REQUESTED

Item	Total Cost	Federal Aid Funds	Portland Traction Co. Funds	State Funds
46' Pavement	$ 4,299.35	$ 2,057.00	$ 927.00	$ 1,315.35
50' Pavement	42,770.53	20,463.00	9,224.00	13,083.53
	$47,069.88	$22,520.00	$10,151.00	$14,398.88

State Funds for Construction: Chap. 175, laws 1917; Chap. 31, laws 1920;
Chap. 529, laws 1939
State Funds for Maintenance: Chap. 529, laws 1939

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[illegible]

October 31, 1940

GLENS FALLS INDEMNITY COMPANY
c/o Rogers Insurance Agency
Title & Trust Building
Portland, Oregon

Gentlemen:

You are advised that it is the intention of the State Highway Commission to make semi-final payment to Barker-Schram Company on Contract No. 2326 - Lombard Street Section (Alma Avenue-Interstate Avenue) in Portland, Multnomah County. This payment, in the amount of $2,817.20, will be made on or after November 11, 1940. The retained percentage is $1,127.00.

The state is not advised of any unpaid claims for labor or materials, or of the existence of any claims, debts, dues, or demands incurred in the performance of such work and remaining unsatisfied, and you are advised that the state assumes no responsibility for any such claims should there be any.

Kindly acknowledge receipt of this letter.

Very truly yours,

STATE HIGHWAY COMMISSION

By
Secretary

DGD:MBL

NOTED
D. G. DeSart

Form 330—5M—10-37

OREGON STATE HIGHWAY COMMISSION

FIELD ENGINEER'S WEEKLY REPORT

FOR CONSTRUCTION PROJECTS ONLY

For Week Ending Ovt. 26th. 1940., 193

Section Alma Avenue - Interstate Avenue

Kind of work Resurface

Highway North Lombard Street

Section prefix 226-1041; FA 201 A (1).

Contractor Parker - Schram Co.

Contract number 2236

Date of contract June 13th. 1940., 193

Date of completion Sept. 30th 1940., 193

Date work started July 16th. 1940., 193

Estimated date of completion Oct. 10th 1940, 193

Amount of contract $44,102.80

Per cent of time elapsed 109 %

Estimated cost of completed project, exclusive of engineering $ 37,800.00

Per cent of contract completed, based on total contract price 100 %

Engineering cost to date, $ 3150.00, %

Date project was completed 0)ct. 10th, 193

General information covering progress of work by party and by contractor, important development, instructions to contractors, instructions from Division Engineers, exchanges in personnel of party, etc.:

The semi-final estimate was forwarded yesterday for this job, excepting a force account bill under extra work order No. one. This will be sent in this next week.

This is the final report on this job.

NOTE

NOTED

RAY WEBBER

Signed A. B. Dean

Address 9200 McLoughlin Blvd. Port. Ore.

Mail original copy to Salem and duplicate copy to Division Engineer on Saturday of each week, retain triplicate copy for your own file

STATE PRINTING DEPT.

	GRADING	SURFACING	MAINTENANCE MATERIALS	OIL AND BITUMINOUS MACADAM	PAVING
Miles in project		2.55			
Miles partially completed					
Miles completed		2.55			
Total estimated quantities		10,900 Tons			
Estimated quantities moved or placed to date		10,900 Tons			
Average daily quantities					
Average daily quantities necessary to complete project on time					
Number shifts per day		0			
Hours per shift		0			
Average force on project for week		0			

Percentages of men employed on contract to be secured from:

.... County, ...%; .... County, ...%; .... County, ...%; .... County, ...%

	NUMBER USED AND SECURED FROM					CONTRACTOR'S KEY MEN, ETC.	TOTAL
	COUNTY	COUNTY	COUNTY	COUNTY	OTHER SOURCES		
Men							
Men and teams							
Men and trucks under 3 tons							
Men and trucks over 3 tons							
Men and tractors							

Equipment used during week: Shovels ...., Power graders ...., Rollers ...., Mixers ...., Crushing or screening plants ....,

Compressors ...., Bulldozers ...., Sheet-foot rollers ...., ..., ..., ...

	WEATHER	HRS. DELAY	CAUSE OF DELAY
Sunday	Rain		
Monday	Cloudy		
Tuesday	"		
Wednesday	Rain		
Thursday	Cloudy		
Friday	Fair		
Saturday	Cloudy.		

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NOV 25 1940
FOR FILING

201-A-1

FEDERAL WORKS AGENCY
PUBLIC ROADS ADMINISTRATION
DISTRICT ONE

MONTANA
OREGON
WASHINGTON

POST OFFICE BUILDING
PORTLAND, OREGON

October 8, 1940

Mr. R. H. Baldock
State Highway Engineer
Salem, Oregon

Dear Sir:

Final inspection of Oregon FAP 201-A (1), Lombard Street (Alma Avenue - Interstate Avenue Section), Portland, Oregon, was made by a representative of this office on September 14, 1940.

Please submit the agreement estimate and copies of the contract as soon as possible in order that we may be in a position to act on the final voucher when received.

Very truly yours,

W. H. LYNCH
District Engineer

By: Caufield
L. J. Caufield
Sr. Highway Engineer

Jon

COMMISSIONERS
HENRY F. CABELL, CHAIRMAN, PORTLAND
E. B. ALDRICH, PENDLETON
HURON W. CLOUGH, CANYONVILLE

H. B. GLAISYER, SECRETARY

R. H. BALDOCK
STATE HIGHWAY ENGINEER
SALEM
C. B. McCULLOUGH
ASSISTANT STATE HIGHWAY ENGINEER
SALEM

RECEIVED
JUL 29 1940
FOR FILING

OREGON STATE HIGHWAY COMMISSION

SALEM

201-B-1

IN REPLY PLEASE
REFER TO FILE NO.

July 23, 1940

Mr Nash

Mr. W. H. Lynch
District Engineer
Public Roads Administration
Post Office Box 3900
Portland, Oregon

Attention: Mr. T. M. Davis

Dear Sir:

We are enclosing herewith three copies of encroachment and traffic resolution adopted by the City of Portland for North Lombard Street, N. E. Lombard Street, and that part of the N. E. Portland Secondary Highway located within the city limits of Portland, Project FA 201-B (1).

Very truly yours,

R. H. BALDOCK
State Highway Engineer

By Cutler

Oscar Cutler
Asst. Office Engineer

OC:ME

Encl.

RECEIVED
JUL 29 1940
FOR FILING

201-A-1

July 16, 1940

Glens Falls Indemnity Company
Rodgers Insurance Agency, Agents
Title and Trust Building
Portland, Oregon

Gentlemen: **Attention Geo. B. Rodgers**

We are sending to you today by express a fully executed copy of contract No. 2326, which was awarded to the Parker-Schram Company, on June 13, 1940, covering 2.55 miles paving on the Lombard Street (Alma Ave.-Interstate Ave.) Section of Lombard Street, in Portland, Multnomah County.

This copy is being sent to you, since you appear as surety on the bond, and is for your records and files.

Very truly yours,

OREGON STATE HIGHWAY COMMISSION
By

Secretary

RS

L.G. Desart

Chas. T. Parker
Carl A. Schram

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JUL 10 1940
OR.
STATE HIG[illegible]N

201-A-1

PARKER-SCHRAM COMPANY
GENERAL CONSTRUCTORS
Couch Building
Portland, Oregon

July 8, 1940

H. B. Glaisyer, Secretary
Oregon State Highway Commission
Salem, Oregon

Dear Sir:

Complying with the request contained in your letter of June 18th, we have executed and are returning to you by Express today, all 4 copies of Contract #2326 covering 2.55 miles paving on the Alma Avenue - Interstate Avenue Section of Lombard Street in Portland, Multnomah County, Oregon, and the Bonds required in connection therewith, which latter have likewise been completed by the Glens Falls Indemnity Company as Surety.

Our operations are covered under the Workmen's Compensation Act of the State of Oregon, which conforms to the requirements of Section 5, Page 14 of the General Provisions, included in said contract.

We regret the delay in returning the completed documents due in part to the writer's absence from the City in connection with the dedication of the Lake Washington Bridge in Seattle.

Yours very truly,

PARKER-SCHRAM COMPANY

By CASchram

CAS:AM

[illegible] G. De[illegible]rt

RECEIVED
JUN 27 1940
FOR FILING

261-H-1

OREGON STATE HIGHWAY COMMISSION

INTER-DEPARTMENT CORRESPONDENCE

Portland, Oregon
June 26, 1940

Subject: Resurfacing S.P. & S. Bridge on N. Lombard Street

To:

Mr. S. H. Probert
Office Engineer
State Highway Dept.
Salem, Oregon

(Resurfacing project on Lombard Street.)

Dear Sir:

The City has prepared the attached letter concerning the obligation of the railroad company to maintain their bridge on North Lombard Street.

I received your phone call stating this was not necessary the other day, but this letter was in the process of transmittal and I believe it will be a good thing to have it a matter of record in our files, so I am sending you three copies.

Very truly yours,

E.A. Collier/dp

E. A. COLLIER
DIVISION ENGINEER

EAC:DP
3 CC Encl.

WM. A. BOWES
COMMISSIONER
DEPARTMENT OF PUBLIC WORKS

1851

A. D. VANCE
CHIEF OF OPERATIONS
BEN S. MORROW
CITY ENGINEER

CITY OF PORTLAND
OREGON

212884
Maint.

June 24, 1940

Oregon State Highway Commission,
9200 S.E. McLoughlin Blvd.,
Portland, Oregon.
Att'n - Mr. E. A. Collier,
Division Engineer

Gentlemen:

In re: Resurfacing S.P.& S. Bridge
on N. Lombard St.

In response to your letter of June 8th making inquiry as to the City's view as to whether the maintenance, renewing and reconstruction of the surfacing on the S.P.& S. Bridge on N. Lombard St. should be considered a obligation of the railroad company, I wish to advise that the matter has been referred to the City Attorney and his opinion is as follows:

> "It is our opinion that the language used in the ordinance intended that the railroad company should keep the bridge in repair as an open highway, for the use of the traveling public.
>
> "The change in the surface of the abutting street making it necessary to raise the level of the roadway of the bridge is not a repair within the meaning of the ordinance as we read it.
>
> "We are therefore of the opinion that this could not be charged, and should not be charged, to the railroad company."

Trusting this will give you the information you desire, I am

Yours very truly,

Wm. A. Bowes

Commissioner of Public Works

By Ben S. Morrow.

City Engineer

NOTED
E. A. COLLIER

BSM CH

CITY OF PORTLAND
OREGON

June 24, 1940

212884
Maint.

Oregon State Highway Commission,
9200 S. E. McLoughlin Blvd.
Portland, Oregon.
Att'n. - Mr. R. A. Collier
Division Engineer

In re: Resurfacing S.P. & S. Bridge
on N. Lombard St.

Gentlemen:

In response to your letter of June 8th making inquiry as to the City's view as to whether the maintenance, renewing and reconstruction of the surfacing on the S.P. & S. Bridge on N. Lombard St. should be considered an obligation of the railroad company, I wish to advise that the matter has been referred to the City Attorney and his opinion is as follows:

> "It is our opinion that the language used in the ordinance intended that the railroad company should keep the bridge in repair as an open highway, for the use of the traveling public.
>
> "The change in the surface of the abutting street making it necessary to raise the level of the roadway of the bridge is not a repair within the meaning of the ordinance as we read it.
>
> "We are therefore of the opinion that this could not be charged, and should not be charged, to the railroad company."

Trusting this will give you the information you desire, I am

Yours very truly,

Wm. A. Bowes

Commissioner of Public Works

By Ben S. Morrow (Signed)

City Engineer

BSM CH

COP

CITY OF PORTLAND
OREGON

June 24, 1940

212884
Maint.

Oregon State Highway Commission,
9200 S. E. McLoughlin Blvd.
Portland, Oregon.
Att'n. - Mr. E. A. Collier
Division Engineer

In re: Resurfacing S.P. & S. Bridge
on N. Lombard St.

Gentlemen:

In response to your letter of June 8th making inquiry as to the City's view as to whether the maintenance, renewing and reconstruction of the surfacing on the S.P. & S. Bridge on N. Lombard St. should be considered an obligation of the railroad company, I wish to advise that the matter has been referred to the City Attorney and his opinion is as follows:

> "It is our opinion that the language used in the ordinance intended that the railroad company should keep the bridge in repair as an open highway, for the use of the traveling public.
>
> "The change in the surface of the abutting street making it necessary to raise the level of the roadway of the bridge is not a repair within the meaning of the ordinance as we read it.
>
> "We are therefore of the opinion that this could not be charged, and should not be charged, to the railroad company."

Trusting this will give you the information you desire,

I am

Yours very truly,

Wm. A. Bowes

Commissioner of Public Works

By Ben S. Morrow (Signed)

City Engineer

BSM CH

Commissioners
HENRY F. CABELL, Chairman, Portland
E. B. ALDRICH, Pendleton
HURON W. CLOUGH, Canyonville

H. B. GLAISYER, Secretary

R. H. BALDOCK
State Highway Engineer
Salem
C. B. McCULLOUGH
Assistant State Highway Engineer
Salem

OREGON STATE HIGHWAY COMMISSION

SALEM

RECEIVED
JUN 24 1940
FOR FILING

FEDERAL WORKS AGENCY
PUBLIC ROADS ADMINISTRATION

201-A-1

In Reply Please
Refer to File No.

June 22, 1940

Mr. W. H. Lynch
District Engineer
Public Roads Administration
Post Office Box 3900
Portland, Oregon

Attention: Mr. T. M. Davis

Dear Sir:

Herewith three copies of resolution adopted by the city authorities of Portland, relative to encroachments and traffic on North Lombard Street, from North Alma Avenue to North Interstate Avenue, Project No. FA 201-A (1).

Very truly yours,

R. H. BALDOCK
State Highway Engineer

By

Oscar Cutler
Asst. Office Engineer

OC:MK

Encl.

cc Mr. J. W. Nash ✓

Jon

FEDERAL WORKS AGENCY
PUBLIC ROADS ADMINISTRATION
DISTRICT ONE

MONTANA
OREGON
WASHINGTON

POST OFFICE BUILDING
PORTLAND, OREGON

RECEIVED
[illegible] 1940
STATE HIGHWAY CO

June 18, 1940

Mr. R. H. Baldock
State Highway Engineer
Salem, Oregon

Dear Sir:

Reference is made to P.S. & E. recommended May 29, 1940, for Oregon Federal Aid Project 201-A (1), Lombard Street, Portland.

Since apparently the capacity of the bridge over the S.P. & S. Railroad is below H-15 loading and the strength of the rail is below present design standards, we have been informed the cost of repaving the structure should be omitted from Federal Aid participation. Please prepare the project agreement estimate accordingly.

Very truly yours,

W H Lynch

W. H. LYNCH
District Engineer

Copy sent to Collier

Sh

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JUN 20 1940
FOR FILING

201-A-1

June 18, 1940

Parker-Schram Company
515 Couch Building
Portland, Oregon

Gentlemen:

We are forwarding to you today, by express, four copies of Contract No. 2326 which was awarded to you on June 13, 1940, by the State Highway Commission, covering 2.55 miles paving on the Lombard Street (Alma Ave.-Interstate Ave.) Section of Lombard Street, in Portland, Multnomah County.

Will you kindly execute all four copies of this contract as to agreement and bond and return them to this office for approval by the Highway Commission. When this is done a fully executed copy will be returned to you for your records and files. We will also send an executed copy to the surety on your bond.

Your special attention is called to the provision under Section 5, page 14, of the General Provisions, relating to the Workmen's Compensation Act. You are expected to accept the terms of this Act and to carry on your work under this contract in strict conformance thereto.

Your attention is also called to the paragraph on the mimeographed page immediately preceding the colored pages, relating to the payment by the contractor of amounts due hospital associations, et cetera.

Very truly yours,

STATE HIGHWAY COMMISSION

By

Secretary

AM

RECEIVED
JUN 20 1940
FOR FILING

201-A-1

June 18, 1940

Parker-Schram Company
515 Couch Building
Portland, Oregon

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Your attention is also called to the paragraph on the mimeographed page immediately preceding the colored pages, relating to the payment by the contractor of amounts due hospital associations, et cetera.

Very truly yours,

STATE HIGHWAY COMMISSION

By

Secretary

AH

FH 341-H-1

June 14, 1940

Parker-Schram Company
515 Couch Building
Portland, Oregon

Gentlemen:

The State Highway Commission on June 13, 1940, awarded you the contract for 2.55 miles pavement resurfacing on the Lombard Street (Alma Avenue-Interstate Avenue) Section of Lombard Street in Portland, Multnomah County. This award was based on your low bid of $44,102.80 submitted on that date.

Contract forms will be sent to you for execution within the next few days.

Very truly yours,

AM

Secretary

cc - Mr. S. H. Probert
Mr. G. S. Paxson

FEDERAL WORKS AGENCY
PUBLIC ROADS ADMINISTRATION
DISTRICT ONE

MONTANA
OREGON
WASHINGTON

POST OFFICE BUILDING
PORTLAND, OREGON

FA 201-A-1

June 15, 1940

Mr. R. H. Baldock
State Highway Engineer
Salem, Oregon

Dear Sir:

This is to confirm our verbal concurrence in award of contract, as of this date, for Oregon Federal Aid Project No. FAP 201-A (1), Lombard Street (Alma Ave.-Interstate Ave.) Section of Lombard Street in Portland, to Parker Schram Company, Portland, Oregon, who submitted the low bid.

Very truly yours,

W H Lynch

W. H. LYNCH
District Engineer

S.H. Project

COPY

CITY OF PORTLAND
OREGON

June 14, 1940

Mr. E. A. Collier, Division Engineer
Oregon State Highway Commission
9200 S. E. McLoughlin Blvd.
Portland, Oregon

Re: Resurfacing S.P. & S. Bridge, St. Johns

Lombard St., Resurfacing Project

Dear Sir:

We herewith acknowledge your letter of June 8th relative to obligation of S. P. & S. Railway Co. to resurface their bridge on N. Lombard Street.

Kindly be advised that this matter is being referred to the City Attorney for an opinion. A reply is expected in a few days upon receipt of which we will advise you of the City Attorney's opinion.

Very truly yours
Wm. A. Bowes

Commissioner of Public Works

By Ben S. Morrow (Signed)

City Engineer

Salem, Oregon
June 7, 1940

Resurfacing of bridge on
Lombard Street

Mr. R. A. Collier
Highway Division Engineer
9200 S. E. McLoughlin Blvd.
Portland, Oregon

Dear Sir:

With further reference to the bridge on Lombard Street, kindly ascertain for us whether or not the City of Portland has ever required the Railway Company to maintain, renew or reconstruct the surfacing on any of the structures referred to in Ordinance No. 15718, and whether or not they now consider the maintaining, renewing and reconstructing of the surfacings to be an obligation of the Railway Company.

If the City does not hold the Railway Company responsible for such work, a letter to that effect from a city official, if such a letter can be obtained, would help us in obtaining federal cooperation in the resurfacing work which we are proposing to do on the Lombard Street structure.

Very truly yours,

R. H. BALDOCK
State Highway Engineer

By

S. H. Probert
Office Engineer

SHP:ER

cc H. C. Smith

rm E-30—Revised—8M—4-40

OREGON STATE HIGHWAY COMMISSION
INTER-DEPARTMENT CORRESPONDENCE

Portland, Oregon
June 6, 1940

Subject: S.P. & S. Viaduct on
Lombard Ave.

To: Mr. S. H. Probert
Office Engineer
State Highway Department
Salem, Oregon

Dear Sir:

In compliance with your recent telephone request I am sending you herewith two copies of Portland City Ordinance No. 15718, which covers the construction of the Portland & Seattle Railway Company bridges on several streets.

Please note that the street named "Dawson" has been changed to "Lombard".

Very truly yours,

E A Collier
E. A. COLLIER
DIVISION ENGINEER

EAC:DP
CC H. G. Smith
Encl.

C O P Y

ORDINANCE NO. 15718

An Ordinance designating certain roads and streets over which the Portland and Seattle Railway Company shall locate its railroad within the City of Portland.

Whereas, The Portland and Seattle Railway Company is now constructing a bridge across the Columbia River opposite the City of Vancouver, in the State of Washington, and a bridge across the Willamette River near the dry dock in the City of Portland, and has located and is about to construct a double track railway between and over the said bridges upon a right of way acquired by said corporation, intersecting certain streets and public highways within the City of Portland.

The City of Portland does ordain as follows:

Section 1. The following roads and streets are hereby designated across which said Portland and Seattle Railway Company shall locate its said railroad, namely; Willamette Boulevard, Ida, Amherst, Princeton, Syracuse, Laura, Oberlin, Gilbert, Dawson and Minerva streets, Willis Boulevard, Rochester and Bank avenues, Hudson, North, Cecelia, and Geneva streets, and Columbia Boulevard.

Section 2. The grade of said railway shall be established below the present surface of the said streets, and not less than four suitable and substantial steel bridges upon stone, concrete, or steel foundations, shall be provided and built by the said Portland and Seattle Railway Company, at its own expense, in such manner as to afford convenient and safe crossing above said railway tracks for vehicles and pedestrians, upon such grades and according to such plans and specifications as may be approved by the City Engineer of the City of Portland, two of which said bridges, shall each be sixty feet in width, including sidewalks for pedestrian travel thereon and shall be built upon Willamette Boulevard and Dawson street respectively, and the other two at convenient points to be approved by the City Engineer.

Dawson St. is now called Lombard St.

Section 3. Whenever the city shall by ordinance direct the permanent improvement of any street crossing said railway line, the said Portland and Seattle Railway Company, its successors and assigns, shall build and construct, at its or their own expense, a suitable bridge along the line of such street to provide for public travel, the said bridge to be built upon the plans and specifications to be submitted to and approved by the City Engineer.

Section 4. During the time the work of excavating for building said railway line under and across any of the said streets and public highways is being carried on, the said Portland and Seattle Railway, its successors and assigns, shall at all times, under the direction and subject to the approval of the City Engineer, provide and maintain suitable barricades and lights to safeguard against accident to persons using such streets, and in addition thereto, temporary roadways and bridges to enable vehicles and pedestrians to cross over the said railway line without danger and without unnecessary delay or difficulty.

Section 5. Any and all bridges built under the provisions of this Ordinance shall be kept and maintained in repair at the expense of the said Portland and Seattle Railway Company, its successors and assigns, and the work of constructing the bridges provided for in section 2 hereof, and the work of excavating herein provided to be done, shall be completed within the period of two years from the date of the approval of this Ordinance, and before beginning said work, and within thirty days after the approval of this Ordinance, the said Portland and Seattle Railway Company shall file with the Auditor of the City of Portland its acceptance in writing of the terms and conditions hereof, together with its bond in the penal sum of $50,000.00 to indemnify and hold harmless the City of Portland, its officers and agents, from any and all damages for personal injuries arising out of or on account of making the said excavation. In case any dispute arises between said Portland and Seattle Railway Company, its officers or agents, and the City Engineer of the City of Portland, as to the character or mode of construction of any of said bridges or viaducts, or concerning the performance by the said Portland and Seattle Railway Company of the requirements of the terms hereof, the matter in dispute shall be referred to the Executive Board of the City of Portland for consideration and adjustment.

Passed the Council September 19, 1906.

The foregoing Ordinance was presented to the Mayor, September 20th, 1906, and he having disapproved it, it was again presented to the Council for final passage October 3rd, 1906, and passed over the Mayor's veto by the following vote: Yeas, Councilmen Anhand, Belding, Bennett, Gray, Masters, Menefee, Preston, Sharkey, Shepherd, Wallace and Wills - 11; nay, Councilman Vaughn - 1.

Thos. C. Devlin

Auditor of the City of Portland

Acceptance filed, October 24, 1906.

COPY

ORDINANCE NO. 15718

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Whereas, The Portland and Seattle Railway Company is now constructing a bridge across the Columbia River opposite the City of Vancouver, in the State of Washington, and a bridge across the Willamette River near the dry dock in the City of Portland, and has located and is about to construct a double track railway between and over the said bridges upon a right of way acquired by said corporation, intersecting certain streets and public highways within the City of Portland.

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Thos. C. Devlin

Auditor of the City of Portland

Acceptance filed, October 24, 1906.

RECEIVED
JUN 21 1940
FOR FILING

Form E-30—Revised—30M—1-40

OREGON STATE HIGHWAY COMMISSION

INTER-DEPARTMENT CORRESPONDENCE

201-A-1

Portland, Oregon
June 1, 1940

Subject: Lombard Street Overcrossing
of S.P. & S.

Lombard St. Resurfacing Contract

To: Mr. S. H. Probert
Office Engineer
State Highway Dept.
Salem, Oregon

Dear Sir:

In response to your letter of May 28th, I called Mr. Witchel, Superintendent of the S.P. & S., and I had previously talked to Mr. Apperson of the City of Portland. The railroad structure on Lombard Street, near St. Johns, is owned by the S.P. & S. and was constructed by them about 1906.

Lombard was a street in use at that time and under the terms of their franchise from the City, they were required to construct and maintain this structure. The railroad company offered to give the structure to the City, but the City refused to accept on the grounds that the structure should be maintained by the railroad company at their own expense.

Under these circumstances it would appear that the resurface work on the deck of this structure should be eligible to receive federal aid.

If I can be of further assistance, please advise.

Very truly yours,

E A Collier
E. A. COLLIER
DIVISION ENGINEER

EAC:DP

P.S. This structure carries Lombard Street across a deep railroad cut.

E. A. C.

340' long
$\$935^{\underline{00}}$

FEDERAL WORKS AGENCY
PUBLIC ROADS ADMINISTRATION
DISTRICT ONE

MONTANA
OREGON
WASHINGTON

POST OFFICE BUILDING
PORTLAND, OREGON

May 29, 1940

RECEIVED

Mr. R. H. Baldock
State Highway Engineer
Salem, Oregon

Dear Sir:

P.S.& E. documents for Oregon Federal Aid Project 201-A (1), the Alma Ave.-Interstate Ave. Section of Lombard St., in Portland, have today been recommended for approval, subject to final review and approval by the Commissioner of Public Roads. This is your authority to advertise for bids.

Copies of town resolution covering encroachments should be forwarded with the agreement estimate.

Copies of the agreement between the S.P.& S. Railway Company and the city relative to the construction and maintenance of the structure at Stations 58+26.6 to 61+69.5 should be submitted as the eligibility of the repaving over this structure will probably be largely influenced by the agreement provisions.

Very truly yours,

W. H. LYNCH
District Engineer

By LJCaufield
L. J. Caufield
Sr. Highway Engineer

Salem, Oregon
May 28, 1940

Overcrossing Structure, Lombard
Street Section

Mr. E. A. Collier
Highway Division Engineer
9200 S. E. McLoughlin Blvd.
Portland, Oregon

Dear Sir:

Reference is made to the overcrossing structure on the Lombard Street (Alma Ave.-Interstate Ave.) Section, between Stations 58+26.6 and 69+69.5).

An inquiry has been received from the Public Roads Administration concerning the ownership of the structure and by whom it is maintained. They advise that if the structure is owned by the railroad company they can cooperate on the proposed paving across it only in the event of an agreement between the railroad company and city providing for perpetual use of the structure as a free street.

Accordingly, we wish to request that you look into this matter at your early convenience that we may ascertain if the work is eligible to receive Federal Aid.

Very truly yours,

R. H. BALDOCK
State Highway Engineer

By

S. H. Probert
Office Engineer

Dict. by J. W. Nash/ER

FEDERAL WORKS AGENCY
PUBLIC ROADS ADMINISTRATION
DISTRICT ONE

MONTANA
OREGON
WASHINGTON

POST OFFICE BUILDING
PORTLAND, OREGON

May 28, 1940

Attention MR. PROBERT:

FAS 13-B (1): Fir Grove-Albany. In special provisions, first line under "Details of Construction", page 6, cross out word "sub" so that it will read "rock base".

Under this same heading the mixing is not considered satisfactory for 1-1/2" rock. Why not use the standard specifications? See our letter of August 10, 1939, on Oregon FAS 213-J(1), objecting to this same specification.

On the Lombard project the State requests Federal participation in the repaving of the structure over the S.P.& S. Ry., Sta. 58+26.6 to 61+69.5. .

We hear that this structure is owned by the S.P.& S. Ry. Co. and is maintained by that company. If the agreement between the railroad company and the city provides for perpetual use of this structure as a free street, then we probably could cooperate; otherwise, it is doubtful. However, it will be necessary to find out just what this agreement is.

May 23, 1940

Mr. W. H. Lynch
District Engineer
Public Roads Administration
P. O. Box 3900
Portland, Oregon

Dear Sir:

We are enclosing herewith five copies of special provisions, page number 8, for the Lombard Street Section, Project No. FA 201-A(1).

The last paragraph on this page has been revised to include the clause, "and low areas between the walks and curbs."

Very truly yours,

R. H. BALDOCK
State Highway Engineer

By

S. H. Probert
Office Engineer

Dict. by J. W. Nash/PO

Encl.

May 20, 1940

Mr. W. H. Lynch
District Engineer
Public Roads Administration
P. O. Box 3900
Portland, Oregon

Dear Sir:

We are enclosing herewith seven copies of estimate and three copies of right of way statement for the Lombard St. (Alma Ave.-Interstate Ave.) Section, Project No. FA 201-A (1).

Five bid proposals and five sets of blueprint plans are being sent under separate cover.

The agreement with the Portland Traction Company concerning their cooperation on the project has not been executed, but copies of the agreement will be furnished as soon as they are available.

Very truly yours,

R. H. BALDOCK
State Highway Engineer

By

S. H. Probert
Office Engineer

Dict. by J. W. Nash/ER

Encl.

Oregon State Highway Department   Federal Aid Project No. 201-A (1)

LOMBARD STREET (ALMA AVE.-INTERSTATE AVE.) SECTION OF THE LOMBARD HIGHWAY IN MULTNOMAH COUNTY

(Estimate to accompany plans and specifications. Not as basis for project agreement.)

Salem, Oregon, May 20, 1940

46' Pavement (Sta. 52+70 to 58+26.6) (Sta. 61+69.5 to 69+23.6)

5	sq. yds.	Removal of Old Pavement	$ .50	$ 2.50
70	lin. ft.	Removal of Guard Rails	.50	35.00
3	only	Adjusting Manholes	10.00	30.00
1	only	Adjusting Catch Inlet	5.00	5.00
4	only	Adjusting Roof Drains	3.00	12.00
1	cu. yd.	Portland Cement Concrete Base	8.50	8.50
520	tons	Class "B" Asphaltic Concrete	4.25	2,210.00
480	tons	Cutback Wearing Surface	4.25	2,040.00
			Subtotal	$ 4,343.00
			10% Engr. & Cont.	434.30
			Total	$ 4,777.30
		Length	0.248 mile	
		Cost per mile	$ 19,263.30	

40' Pavement (Sta. 58+26.6 to 61+69.5)

100	tons	Class "B" Asphaltic Concrete	$ 4.25	$ 425.00
100	tons	Cutback Asphalt Wearing Surface	4.25	425.00
			Subtotal	$ 850.00
			10% Engr. & Cont.	85.00
			Total	$ 935.00
		Length	.065 mile	
		Cost per mile	$ 14,384.61	

50' Pavement (Sta. 69+23.6 to 170+27) (Sta. 193+00 to 205+15.5)

715	tons	Removal of Old Pavement	$ .50	$ 357.50
300	lin. ft.	Removal of Guard Rails	.50	150.00

90	sq. yds.	Removal of Sidewalks	$ .30	$ 27.00
290	lin. ft.	Removal of Curbs	.10	29.00
37	only	Adjusting Manholes	10.00	370.00
1	only	Adjusting Catch Inlets	5.00	5.00
8	only	Adjusting Roof Drains	3.00	24.00
10	cu. yds.	Concrete Curbs	20.00	200.00
85	sq. yds.	Concrete Sidewalks	1.50	127.50
119	cu. yds.	Portland Cement Concrete Base	8.50	1,011.50
5,280	tons	Class "B" Asphaltic Concrete	4.25	22,440.00
4,280	tons	Cutback Asphalt Wearing Surface	4.25	18,190.00
			Subtotal	$ 42,931.50
			10% Engr. & Cont.	4,293.15
			Total	$ 47,224.65

Length 2.143 miles
Cost per mile $ 22,036.70

SUMMARY OF FUNDS REQUESTED

Item	Total Cost	Federal Aid Funds	Portland Traction Company Funds	State Funds
46' Pavement	$ 4,777.30	$ 2,346.00	$ 931.00	$ 1,500.30
40' Pavement	935.00	459.00	182.00	294.00
50' Pavement	47,224.65	23,195.00	9,204.00	14,825.65
	$ 52,936.95	$ 26,000.00	$ 10,317.00	$ 16,619.95

LOMBARD STREET SECTION

PROJECT NO. FA 201-A (1)

All necessary right of way has been acquired for this project.

R. H. BALDOCK
State Highway Engineer

By

S. H. Probert
Office Engineer

May 20, 1940

RECEIVED
[illegible] 1 1940
FOR FILING

201-P-1

May 11, 1940

Mr. W. H. Lines, Vice President
Portland Traction Company
2838 E. Burnside Street
Portland, Oregon

Dear Mr. Lines:

Will you please confirm in writing your willingness to pay the State Highway Commission $1500 in consideration for the assumption by the Commission of the maintenance of that portion of the pavement between the present tracks of the Portland Traction Company's line on West Lombard Street; this in addition to the sum named in your letter of March 22, amounting to $10,317, as the contribution by the Traction Company for the paving of the street.

It is planned to receive bids on June 13. We should have by that time a certified check to the amount of $11,817 made in favor of the Oregon State Highway Commission.

Very truly yours,

R. H. Baldock
State Highway Engineer

RHB:HI

Form E-30—Revised—20M—1-40

RECEIVED
APR 23 1940

OREGON STATE HIGHWAY COMMISSION

INTER-DEPARTMENT CORRESPONDENCE

Portland, Oregon
April 22, 1940

Subject: Lombard Street Resurfacing

To: Mr. [illegible] Smith
Construction Engineer
State Highway Dept.
Salem, Oregon

Dear Sir:

I talked with Superintendent Pumfrey of the Portland Traction Company today concerning resurfacing of Lombard Street. Mr. Pumfrey agreed to remove the switch tongues and the spring boxes when our contractor requested this. He did not want to remove the guard rails and I provided in the Special Provisions that our contractor shall remove the guard rails as a part of the "Removal of Pavement".

I told Mr. Pumfrey we hoped to get this project under construction in June. Mr. Pumfrey suggested that a letter be written by Mr. Baldock to Mr. Lines agreeing to the cooperation offered in their letter to Mr. Baldock dated March 22nd, and requesting the Traction Company to forward this money to the Highway Commission on a certain date, say the date on which the contract is to be awarded.

I believe our recommendation to Mr. Baldock was that the State accept $10,317 plus $850 from the Traction Company, as their full cooperation and proceed with the construction of this section.

Very truly yours,

E. A. Collier
E. A. COLLIER
DIVISION ENGINEER

EAC:?P
CC R. H. Baldock
S. W. Probert

N.O.A.

PORTLAND TRACTION COMPANY

GENERAL OFFICES

2838 E. BURNSIDE STREET
PORTLAND, OREGON

MAR 2 3

March 22, 1940

Mr. R. H. Baldock
Chief Engineer
State Highway Commission
Salem, Oregon

Dear Mr. Baldock:

This will confirm a number of conversations we have had with you and your Division Engineer in reference to the proposed resurfacing of Lombard Street including our abandoned track areas thereon.

If the Highway Commission during the coming summer undertakes a curb to curb paving program on Lombard Street, Portland Traction Company will contribute $10,317 to the Highway Commission toward the cost thereof, this figure representing our estimate of the cost of paving over our abandoned track areas and includes 17,196 square yards of paving at 60 cents per square yard.

Our franchise with the City of Portland provides that the type and manner of paving over all abandoned track areas must be approved by the City, and our agreement to make the above named contribution is contingent on the approval of the paving job by the City Engineer.

In the event the Highway Commission decides to maintain the paving in all abandoned track areas on Lombard Street, we will make a further contribution of $850 based upon one-half cent per square yard per year for ten years.

If the Commission is unwilling to take over this maintenance, Portland Traction Company will, of course, maintain the pavement in abandoned track areas for a period of ten years from the completion of the paving job.

With respect to maintenance of paving over abandoned tracks, I wish to call your attention to the fact that in the summer and fall of 1936, the Municipal Paving Plant of Portland paved over nearly 20 miles of single track including several main thoroughfares such as Hawthorne Boulevard, and to date, nearly four years later, we have not made any maintenance expenditures in these areas or is there any indication of any maintenance required for the next several years.

Very truly yours,

W. H. Lines

W. H. Lines,
Vice President

WHL MM

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Const
Projects
Municipal

SALEM
February 21, 1940

2d

Lombard Street improvement.

Mr. R. H. Baldock
State Highway Engineer
OFFICE

Dear Sir:

This note is to remind you that you are to discuss further with the Portland Traction Company the matter of improving Lombard Street between Interstate Avenue and Alma Street, St. Johns, on the basis of an improvement costing about $46,000.

Very truly yours,

HBG:AM

Secretary

Form B-30—Revised—[illegible]

OREGON STATE HIGHWAY COMMISSION
INTER-DEPARTMENT CORRESPONDENCE

Portland, Oregon
Feb. 5, 1940

Maint
Highways
Municipal - Portland

Subject: Portland Traction Co. Cooperation
on Improvement on Lombard Street

To: Mr. H. G. Smith
Construction Engineer
State Highway Department
Salem, Oregon

NOTED
C. B. McCullough

Dear Sir:

Following up my letter of February 2nd to Mr. Baldock, I wish to submit the following additional information concerning cooperation from the Portland Traction Company.

In my figures for maintenance cost I used years 1937 and 1938 only. The average maintenance for the past ten years would probably give a fairer picture and is as follows:

Average Maintenance for Asphaltic Pavement on State Highways per Mile

Year:	Cost:
1929	$344
1930	183
1931	100
1932	212
1933	87
1934	145
1935	193
1936	183
1937	340
1938	257
Ten years cost	$2044

Ten years cost $2044 or an average of $204.40 per mile per year

Assume square yards per mile equals 10,000, then the annual cost per square yard = 2.044 cents

The present worth of this annuity (annual maintenance cost) for ten years, using 4% compound interest, equals

$$\text{Cost} \times \frac{1 - \frac{1}{(1+\text{interest})^{10}}}{\text{interest}} = \frac{1 - \frac{1}{(1+.04)^{10}}}{.04} = 8.11 \times \text{annual cost} = 16.58 \text{ cents}$$

However, neither the company nor the state pay compound interest, nor can they save compound interest, and the rate of interest at present is less than 4%. I, therefore, suggest that we stay with our 2¢ per annum or 20¢ for ten years. Mr. Pumfrey has stated that a figure used by paving companies in the past is 1¢ per

Form E-30—Revised—3SM—9-39

OREGON STATE HIGHWAY COMMISSION

INTER-DEPARTMENT CORRESPONDENCE

Portland, Oregon
Feb. 5, 1940

Subject: Portland Traction Co. Cooperation on Improvement on Lombard Street

To: Mr. H. G. Smith
Construction Engineer

Page 2.

square yard per year and I think with the showing above of annual maintenance cost on state highways the company would pay 2¢. If, however, it is felt that we should discount payment of 4% compound interest, then we should use the figure 16.58 ¢ per square yard for the ten year period, instead of the 20¢ used in my letter of February 2nd.

Very truly yours,

E. A. COLLIER
DIVISION ENGINEER

EAC:DP
CC R. H. Baldock

CO-OPERATION ON LOMBARD STREET IMPROVEMENT BY PORTLAND TRACTION CO.

Single track	5262 ft. x 6.0 ft.÷9 =	3508 Sq. Yd.	
Double track	8065 ft. x 15.33 ft.÷ 9=	13,737 Sq. Yd.	
Total track area to be covered		17,245 Sq. Yd.	
Agreed cost per sq. yd. $.60 x 17,245 =			$10,350

Maintenance cost for state for asphaltic concrete pavement averaged $340 per mile for 1937 and $257 per mile for 1938, or an average of 3 cents per sq. yd. per year. For ten years this equals 30 cents.

Figuring interest at 4%, the amount to be paid by the company now to secure release of maintenance obligation would be less than 30 cents per sq. yd., but more than 20 cents per yd.; say, 20 cents for 17,245 sq. yd. =	$ 3,449
Total Cooperation	$13,799

R

PRELIMINARY ESTIMATE

Lombard Street-Secondary Highway-Portland
Interstate Avenue to Alma Street

Plan "A"-Similar to Sandy Blvd. Improvement

Remove car track surface throughout the project and repave with concrete to top of rail. Resurface between curbs with asphaltic concrete. No widening of street.

Overall Length of Project	15,818 Feet	2.996 Miles
Net Length of Project	13,469 Feet	2.551 Miles

ITEM	UNIT	TOTAL	ALLOWANCE	Grand Total	PRICE	AMOUNT
1. Pavement Removal	Sq.Yds.	17,963	937	18,900	0.45	$ 8,505
2. Chiseling Base Course Concrete	" "	14,261	739	15,000	0.45	6,750
3. Concrete Base	Cu.Yds.	2,994	206	3,200	8.50	27,200
4. Raise Inlets, Manholes & Roof Drains.	Each	18	2	20	3.00	60
5. Class "B" Asphaltic Concrete	Tons	4,240	420	4,660	4.50	20,970
6. Cutback Asphaltic Concrete	"	3,846	384	4,230	4.50	19,035
						$82,520
Plus 10% Engineering and Contingencies						8,280
						$90,800

PLAN "B"

Remove car track surfacing from Chautauqua Street to Russett Street only and repave with concrete to top of rail, Resurface between curbs with asphaltic concrete. No widening of street. Length of project same as Plan "A"

ITEM	UNIT	TOTAL	ALLOWANCE	GRAND TOTAL	PRICE	AMOUNT
1. Pavement Removal	Sq.yds.	1,316	84	1,400	0.50	$ 700
2. Chiseling Base course Concrete	" "	987	63	1,050	0.50	525
3. Concrete Base	Cu.Yds.	219	21	240	8.50	2,040
4. Raise Inlets, Manholes & Roof Drains.	Each	18	2	20	3.00	60
5. Class "B" Asphaltic Concrete	Tons	3,896	384	4,280	4.50	19,260
6. Cutback Asphaltic Concrete	"	3,846	384	4,230	4.50	19,035
						$41,620
Plus 10% for Engineering and Contingencies						4,180
						$45,800

February 1,1940
F.T.Young
Resident Engineer.

—Revised—25M—9-39

OREGON STATE HIGHWAY COMMISSION

INTER-DEPARTMENT CORRESPONDENCE

FEB 3

Portland, Oregon
February 2, 1940

Subject: Improvement of Lombard by covering street car tracks

To: Mr. R. H. Baldock
State Highway Engineer
Salem, Oregon

Dear Sir:

In compliance with your request I have had Mr. Young prepare preliminary estimates for the improvement of Lombard Street from Interstate Avenue to Alma Street, a distance of about three miles. The width of the street between curbs was measured and cross-sections taken about every 500 ft. From these typical sections the tonnage of asphaltic concrete and cutback surface was computed.

One estimate is prepared for an improvement similar to the one completed on Sandy Boulevard last summer, in which the old black and asphalt pavement between the car tracks was removed and a new concrete base placed. The improvement on Lombard does not provide for any widening of the existing street.

The other plan covers the removal of only a short stretch of broken concrete pavement between the car tracks. On the rest of the street the flangeways and depressed areas are covered with a leveling course of asphaltic concrete. In both plans the street is resurfaced from curb to curb with cutback asphaltic concrete, figured 1 1/8" thick.

The first plan is estimated to cost $91,000 including the 10% for engineering and contingencies and the second plan is estimated to cost $46,000.

Mr. Tom Davis has been ill for about a week and I have not been able to secure his views on this improvement. I expect to make a trip over this with him in the next few days, but if he is unable to return to the office, I will make this inspection with some other engineer from the P.R.A.

I trust they will approve the second plan for $46,000 and, if so, recommend that this be the type of construction planned.

Very truly yours,

E A Collier

E. A. COLLIER
DIVISION ENGINEER

REFERRED TO
R H Baldock
By Asst. State Highway Engineer

EAC:DP
CC H. G. Smith.

CONTRACT# [redacted] 2327

186-E-1 Sunset Tunnel Sec., Wolf Cr. 1940
Hwy.
#2327

186-F-1

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R.H. Baldock

R

cember 8th, 1941

FINAL COST ANALYSIS

Sunset Tunnel Section
Contract No. 2327

Wolf Creek Highway
Prefix 34-1030

Kern & Kibbe, Contractors
A. V. Benedict, Resident Engineer

Item	Cost	Quantity	Unit	Unit Cost	Unit Bid	Gross Revenue
Excavation, Single Class	$1,611.39	2,101.6	Cu. Yd.	$0.77	$0.50	$1,050.80
Tunnel Excavation	41,310.61	21,055.9	" "	$1.97	2.90	61,062.11
Truck Haul	5,001.86	12,894	Yd. Mi.	0.39	0.25	3,223.50
Class "A" Concrete in Sills	6,472.13	202.93	Cu. Yd.	31.89	24.00	4,870.32
Cedar Blocking in Place	1,528.79	18.874	M-FBM	81.00	81.00	1,528.79
Port Orford Cedar Wedges in Place	775.87	17,202	Each	0.045	0.04	688.08
Untreated Lumber in Tunnel Lining	2,838.65	27.198	M-FBM	104.37	60.00	1,631.88
Gravel Packing in Place	6,205.17	1,111.6	Cu. Yd.	5.58	4.50	5,002.20
Cordwood Packing	1,488.75	120.7	Cord	12.34	12.00	1,448.40
*Painting	3,432.00	All				3,600.00
4" Sewer Pipe	38.23	165	Lin. Ft.	0.23	0.50	82.50
8" Concrete Pipe	1,174.01	1,634	" "	0.72	0.75	1,225.50
Spec. Sections 8" Concrete Pipe	73.32	47	Each	1.56	2.00	94.00
1½"-0" Gravel Filling	36.70	10	Cu. Yd.	3.67	4.50	45.00
3/4"-¼" Rock Backfill	253.23	69	" "	3.67	4.50	310.50
Catch Inlets	98.38	13	Each	7.56	20.00	260.00
Concrete Curb & Gutter	2,672.97	1,500	Lin. Ft.	1.78	1.20	1,800.00
Concrete Sidewalks	1,201.99	500	Sq. Yd.	2.40	2.00	1,000.00
3"-0" Leveling Course	1,460.10	473	Cu. Yd.	3.09	3.00	1,419.00
½"-0" Cushion Course	249.64	84	" "	2.97	3.00	252.00
Portland Cement Concrete Pavement	5,454.05	2,090	Sq. Yd.	2.61	4.00	8,360.00
3/4" Expansion Joints	19.08	132	Lin. Ft.	0.145	0.20	26.40

NOTED
State Highway Engineer

Sunset Tunnel Section [illegible]al Cost Analysis.

Item	Cost	Quantity	Unit	Unit Cost	Unit Bid	Gross Revenue
1/2" Expansion Joints	$128.56	1,578	Lin. Ft.	$0.08	$0.17	$268.26
Contraction Joints	37.78	1,100	" "	0.034	0.04	44.00
Dowels	30.95	132	Each	0.23	0.25	33.00
Tie Bars & Reinf. Steel	135.49	2,180	Lbs.	0.062	0.10	218.00
Lumber in Tunnel Lining Wolman Salts Treat.	30,048.56	350.948	M-FBM	85.62	84.75	29,742.84
Tunnel Overbreak	2,693.38	1,362.7	Cu. Yd.	1.97	1.00	1,362.70
PA #1, Pit Run Topping	591.14	191.5	" "	3.09	1.50	287.25
PA #2, Struc. Exc. Unclass.	23.78	8.2	" "	2.90	2.90	23.78
PA #3, Subgrade Reinf.	462.24	144	" "	3.21	1.50	216.00
PA #4, Cement Adjust.	7.10	2.75	Bbl.	2.58	2.58	7.10
PA #5, Purchase 8" Conc. Pipe	24.75	99	Lin. Ft.	0.25	0.25	24.75
PA #6, Purchase Treat. Lumber	240.95	5.046	M-FBM	47.75	40.00	201.84
PA #7, Square Faces for Tunnel Blocking	2,519.25	3,359	Each	0.75	0.75	2,519.25
PA #3A, Adjustment due to Changes on PA #3	57.39	All				57.39
	$120,398.23					$133,987.14

* Sub-contracted to Geo. C. Clark

Gross Revenue	$133,987.14
Total Cost	120,398.23
Net Profit	$13,588.91

Net Profit Equals 10.1% of Gross Revenue

Sunset Tunnel Section

Detail of Cost

Labor:

Supervision (Carl Nelson 10 mos. at $300.00)	$3,000.00	
Timekeeper	1,357.00	
Labor	46,671.20	
State Industrial Accident Insurance	3,776.00	
Social Security & Unemployment Insurance	1,921.13	$56,725.33

Materials:

Portland Cement	1,189	bbls.	at $2.58	$3,067.62	
Concrete Aggregate	991	cu. yd.	at 2.29	2,268.50	
Cedar Blocking	18.8	M-FBM	" 41.00	770.80	
Cedar Wedges	17,202		" 0.028	487.74	
Cedar Cordwood	121	cords	" 7.50	907.50	
4" Sewer Pipe	165	lin. ft.	at 0.10	16.50	
8" Concrete Pipe	1,733	" "	" 0.25	433.25	
Special Sections 8" Pipe	47	each	" 1.00	47.00	
Cr. Gravel Filling Material	1,189	cu. yd.	" 2.20	2,615.80	
1/2" - 0" Cr. Gravel	84	" "	" 2.20	184.80	
3/4" Expansion Joints	132	lin. ft.	" 0.096	12.67	
1/2" " "	1,578	" "	" 0.0404	63.75	
1/4" Contraction Joints	1,100	" "	" 0.0148	16.28	
Catch Inlet Grate Assemblies	13	each	" 4.25	55.25	
Dowels	132	each	" 0.14	18.48	
Sleeves	132	"	" 0.035	4.62	
Reinforcing Steel	2,180	lbs.	" 0.044	95.92	
Untreated Lumber	28	M-FBM	" 23.00	644.00	
Wolmanized Lumber	356	M-FBM	" 47.75	16,999.00	28,709.48

Equipment Rental & Misc. Supplies:

Equipment Rental	$9,614.04	
Hired Trucks	535.50	
Gas, Oil & Grease	3,263.20	
Explosives	3,041.19	
Lumber	640.91	
Drill Steel	1,670.43	
Small Tools & Misc. Supplies	4,786.48	
Move In, Freight & Cartage	1,746.84	
Bond	1,352.95	
Field Office Expense	992.13	
Home Office & General Overhead	4,019.75	31,663.42

Sub-Contractor, George C. Clark:

Painting Tunnel	3,300.00
Total Cost	$120,398.23

Sunset Tunnel

Breakdown of Excavation Costs

	Cost	Cu. Yds.	Unit Cost
Drill & Shoot	$28,156.45	22, 423.1	$1.257
Mucking	7,716.70	"	0.346
Ventilation & Lighting	2,392.52	"	0.107
Supervision, Bond, Move In, Office & General Overhead	5,738.31	"	0.255
	$44,003.98	22,423.1 cu. yd.	$1.965

Sunset Tunnel Section

REMARKS:

This contract, which required the excavation, placing of treated timber lining, concrete paving and painting of a tunnel 779 feet in length, was bid on June 13th, 1940 and completed on August 19th, 1941.

The common excavation, incidental to the tunnel construction, included portal excavation and removal of slides at the tunnel entrances. Some of this material was moved with the contractors' 1-yard shovel and part by hand laborers loading into mine cars. Due to the small quantities and hand work the cost exceeded the bid price.

On July 19th, 1940 a crew of miners and helpers started the excavation of two 6' x 7' sill drifts on each side of the east end of the tunnel. These drifts were driven in 300 feet, and the concrete sills were then poured. The excavation of the main tunnel was started on the east end on August 25th, with two 7-hour shifts working per day. At the same time excavation was started on the sill drifts on the west end. On October 14th, the contractor added an additional shift to the main tunnel excavation, and work was continued on that basis until the completion of the main tunnel excavation on December 19th, 1940.

Ventilation for the tunnel was provided by a 17,000 c.f. blower powered with an RD-7 motor. The drilling was done with coal augers fitted on Gardner-Denver auger drills and a 450 cu. ft. stationary compressor, placed near the east portal provided air for drilling at both ends of the tunnel. The excavated material from the sill drifts was loaded by hand into mine cars, and a 1-yard diesel shovel loaded the material from the main tunnel into light dump trucks. The muck from the sill drifts was dumped adjacent to the tunnel portals and was later reloaded into trucks by the 1-yard shovel. A large Jumbo was used for drilling and timbering, and a smaller Jumbo was used for placing the gravel packing. An average of only 0.6 of a lb. of powder was required for shooting the sedimentary sand-shale rock which comprised all of the material excavated from the tunnel. The tunnel excavation provided the principal source of profit on the contract due to the low costs of drilling, shooting and mucking.

Coarse aggregate for the concrete work was purchased delivered at the job from the Gales Creek Sand & Gravel Co., and sand was delivered from the Ross Island Sand & Gravel Co. in Portland. A single-sack mixer was used for the sills, and a 3-sack mixer was used for the other concrete items. The high cost of form placing and the difficult handling of the mixed batches in the small drift tunnels increased the cost of the sills. The bid price of $1.20 per lin. ft. on the curb and gutter was too low, and the item shows a decided loss.

Timbering the tunnel did not present any unusual difficulty except for some additional cost for the placing of protective temporary lumber over the timber in place to prevent damage from flying rock caused by shooting. The procedure followed in the construction of the main tunnel was as follows: The first shift drilled and shot around 12 feet in depth; the second shift mucked out the shot; and the third shift placed the timbering.

Painting was sub-contracted to Geo. C. Clark.

Sunset Tunnel Remarks.

The contract shows a very satisfactory profit due to good supervision and organization. There was very little lost time during the excavation period, and there were no unusual adversities encountered during the progress of the work.

E. H. Clymer
Cost Analyst

By . . V. R. Jones

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136-E-1

December 8, 1941

Maryland Casualty Company
Hansen & Rowland, Inc.,
201 Washington Building
Tacoma, Washington

Gentlemen:

You are hereby notified that State Highway contract No. 2327 for work on the Sunset Tunnel Section of the Wolf Creek Highway, in Washington County, has been completed by the contractors, Kern & Kibbe, and that final settlement will be made on or after December 18, 1941.

The state is not advised of any unpaid claims for labor or materials, or of the existance of any claims, debts, dues or demands incurred in the performance of such work and remaining unsatisfied, and you are advised that the state assumes no responsibility for any such claims, should there be any.

This notice is served upon you since you appear as surety on the bond furnished by the above contractors. Kindly acknowledge receipt of this letter.

For your information we wish to advise that the total amount paid the contractor in connection with this contract will be $133,987.14, including final payment, and that no force account work was performed therein. This contract was completed on August 19, 1941 and accepted by the Commission on September 5, 1941.

Very truly yours,
OREGON STATE HIGHWAY COMMISSION

By

Secretary

DGD:kr

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156-E-1

October 10, 1941

Kern & Kibbe
42 S. E. Salmon St.
Portland, Oregon

Gentlemen:

The State Highway Commission, at its meeting on July 24, 1941, granted you the extension of time requested from July 31 to September 1, 1941, without penalty, in connection with contract No. 2327, for the construction of Sunset Tunnel on the Wolf Creek Highway, in Washington County.

Very truly yours,

OREGON STATE HIGHWAY COMMISSION

By

Secretary

RS

cc - E. A. Collier

RECEIVED
SEP 23 1941
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186-E-1

September 22, 1941

Maryland Casualty Co.
Hansen & Rowland, Inc.
201 Washington Building
Tacoma, Washington

Gentlemen:

You are advised that it is the intention of the State Highway Commission to make semi-final payment to Kern & Kibbe on contract No. 2327 covering work on the Sunset Tunnel Section of the Wolf Creek Highway, in Washington County. This payment in the amount of $7,262.27, will be made on or after October 2, 1941. The retained percentage is $4,019.75.

The state is not advised of any unpaid claims for labor or materials or of the existence of any claims, debts, dues, or demands incurred in the performance of such work and remaining unsatisfied, and you are advised that the state assumes no responsibility for any such claims should there be any.

Kindly acknowledge receipt of this letter.

Very truly yours,

OREGON STATE HIGHWAY COMMISSION

By

Secretary

RS

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SEP 9 1941
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186-E-1

FEDERAL WORKS AGENCY
PUBLIC ROADS ADMINISTRATION
DISTRICT ONE

MONTANA
OREGON
WASHINGTON

POST OFFICE BUILDING
PORTLAND, OREGON

September 8, 1941

Mr. R. H. Baldock
State Highway Engineer
Salem, Oregon

Dear Sir:

Final inspection of Oregon FAP 186-E (1), Sunset Tunnel Section of the Wolf Creek Highway ________, was made by a representative of this office on August 22, 1941, subject to submission of Form PR-47. Prompt submission of the final voucher will be appreciated.

Very truly yours,

W. H. LYNCH
District Engineer

By L J Caufield
L. J. Caufield
Sr. Highway Engineer

Jam

OREGON STATE HIGHWAY COMMISSION

INTER-DEPARTMENT CORRESPONDENCE

3300

Salem, Oregon
June 17, 1941

2800

Subject:

To: Mr. R. H. Baldock
Chief Engineer
Office

REFERRED TO RHB
By Asst. State Highway Engineer

NOTED
State Highway Engineer

Dear Sir:

I have here two claims submitted by Kern and Kibbe on their contract No. 2327 concerning the Sunset Tunnel.

In the first of these claims dated May 29, they are asking for additional compensation for the removal of slides on the West Portal. This claim should be denied for two reasons.

(1) The special provisions refer to Section A of the general specifications which provide the slides shall be taken out as part of the excavation work.

(2) Mr. Kibbe at his own request was allowed to deviate for special provisions on the Portal work, and consequently cannot expect extra compensation for failures in his method.

Second of these claims is the $2,865.73 to cover the cost of chipping of hitches for blocking for ring sets. This refers to the chipping of the excavation back of the timbering to provide a solid backing for the blocking. I can see no justification for this claim as the contract covers items of tunnel excavation and cedar blocking in place. Certainly, providing the solid bearing for this blocking must be considered a part of the contract.

There are two other extra work bills in connection with the Pit Run Topping and Gravel Sub-base which can be recommended for payment after some adjustment in amounts.

Very truly yours,

H. G. Smith
Construction Engineer

HGS:lh

KERN & KIBBE
42 SOUTHEAST SALMON STREET
PORTLAND, OREGON

May 29, 1941

Oregon State Highway Commission
Salem,
Oregon

Re: Contract 2327 - Sunset Tunnel
Item # 1- Excavation, Single Class

Gentlemen:

While driving drifts slides occured on the West Portal for which you have paid us under the above title at the rate of 50¢ per cy.

This material was loaded by hand into muck cars and dumped by hand at a unit price greater than we were paid. May we request that a separate price be set for this material, as it is not provided for in our contract.

Yours very truly,

Kern & Kibbe

G E Kibbe

G. E. Kibbe

GEK/vs.

KERN & KIBBE
42 SOUTHEAST SALMON STREET
PORTLAND, OREGON

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STATE [illegible] COMMISSION

9 June 10, 1941

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JUN 12 1941
OFFICE OF
DIVISION ENGINEER
DIVISION NO. 2

R. H. Baldock,
State Highway Engineer,
Salem, Oregon.

Dear Sir:-

The enclosed statement covers cost of chipping out Hitches for blocks for ring sets, on our contract No. 2327, for the Sunset Tunnel section of the Wolf Creek Highway in Washington County, Oregon.

Page seven shows total cost of $2865.73 and the sheets attached show how same is made up.

Yours truly,

KERN & KIBBE

G E Kibbe
G. E. Kibbe

GEK:M

enc.

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OFFICE OF
CONSTRUCTION ENGINEER

	MORNING SHIFT					SWING SHIFT			
Date	Fore.	Miners	Chuck Tender	(Hrs) Time	Rings	Fore.	Miners	Chuck Tender	(Hrs) Time
12-20-40	1	5	5	1.5	1	*	*	*	*
12-19-40	*	*	*	*	0	1	2	4	1.00
12-18-40	1	4	5	2.5	2	1	3	6	3.00
12-17-40	1	4	5	2.5	3	1	4	7	2.00
12-16-40	1	4	5	3.0	3	1	4	4	2.00
12-13-40	*	*	*	*	1	1	5	8	2.00
12-12-40	1	5	5	2.5	3	1	5	5	1.00
12-11-40	1	5	5	4.0	3	1	5	5	.50
12-10-40	1	5	5	2.0	3	1	5	8	.50
12- 9-40	1	4	5	3.0	3	1	5	2	.75
12- 6-40	1	5	5	3.5	3	1	5	8	1.00
12- 5-40	1	5	5	3.0	3	1	5	8	1.00
12- 4-40	1	4	5	2.0	3	1	5	8	1.00
12-3 -40	1	5	5	3.0	3	*	*	*	*
12- 2-40	1	4	6	3.5	3	*	*	*	*
11-30-40	1	4	6	3.0	3	*	*	*	*
11-28-40	1	5	6	3.5	3	*	*	*	*
11-27-40	1	5	6	2.0	3	*	*	*	*
11-26-40	1	5	6	2.5	3	*	*	*	*
11-25-40	1	5	6	3.0	3	*	*	*	*
11-23-40	1	5	5	3.0	3	*	*	*	*
11-22-40	1	5	5	3.0	3	*	*	*	*
11-20-40	1	4	5	3.0	3	*	*	*	*
11-19-40	1	4	5	2.0	3	1	5	8	.50
11-18-40	1	4	5	2.0	3	*	*	*	*
11-16-40	1	4	5	2.5	3	*	*	*	*
11-15-40	1	5	5	3.0	4	*	*	*	*
11-14-40	1	5	5	2.5	4	*	*	*	*
11-13-40	1	5	5	1.0	3	*	*	*	*
11-12-40	1	5	5	3.0	3	*	*	*	*
11-8 -40	1	5	6	3.0	3	*	*	*	*
11-7-40	1	5	6	2.0	3	*	*	*	*
11-6-40	1	5	6	2.5	3	*	*	*	*
11-5 -40	1	5	5	3.0	3	*	*	*	*
11-4 -40	1	5	5	3.0	3	*	*	*	*
11-1 -40	1	5	4	3.0	3	*	*	*	*
10-31-40	1	5	5	1.0	2	1	5	8	1.50
10-30-40	1	5	6	2.0	3	*	*	*	*
10-29-40	1	5	5	2.0	3	*	*	*	*
10-28-40	1	5	4	3.0	3	*	*	*	*
10-25-40	1	5	5	2.5	3	*	*	*	*
10-24-40	1	5	5	2.5	2	1	5	7	1.50
10-23-40	1	5	6	2.5	3	*	*	*	*
10-22-40	1	5	6	2.0	3	*	*	*	*
10-21-40	1	5	6	1.0	2	1	5	7	.75
Totals	43	198	226	110	126	16	73	103	20.00

CHUCK TENDERS

AVERAGE number of Chuck-Tenders per day for both Morning and Swing Shifts for a period of forty-five days.

Morning Shift	226
Swing Shift	103
Total	329

Therefore: 329 divided by 45 = 7.31 Chuck Tenders
Average number of Chuck Tenders per day for 45 days was 7.31

FOREMEN

Average Number of Foremen per day for both Morning and Swing Shifts for a period of forty-five days.

Morning Shift	43
Swing Shift	16
Total	59

Therefore: 59 divided by 45 = 1.31 Foremen
Average number of Foremen per day for 45 days was 1.31

MINERS

AVERAGE Number of Miners per day for both Morning and Swing Shifts for a period of forty-five days.

Morning Shift	198
Swing Shift	73
Total	271

Therefore: 271 divided by 45 = 6.01 Miners
Average number of Miners per day for 45 days was 6.01

RING SETS

AVERAGE Number of Ring Sets per day for both Morning and Swing Shifts for a period of forty-five days.

Number of Ring Sets	126
Number of Working Days	45

Therefore: 126 divided by 45 = 2.81 Ring Sets per day.
Average number of Ring Sets per day for 45 days was 2.81

AVERAGE Time per day spent chipping out hitches for blocks on Ring Sets for both Shifts for a period of 45 days.

Morning Shift	110 hours
Swing Shift	20 hours
Total	130 hours

Therefore: 130 hours divided by 45 days = 2.89 hours Average Number of hours per day spent chipping out hitches for blocks on Ring Sets was 2.89

AVERAGE Chipping out time for hitches for blocks per Ring Set spent over a period of forty-five days.

$$\frac{2.89 \text{ hours}}{2.71 \text{ Number of Ring Sets}} = 1.07 \text{ Hours per Ring Set}$$

AVERAGE Cost per hour for forty-five days for Employees.

Number	Employee	Cost per Hour	Total Cost
1.31	Foremen	$1.25	$1.64
6.01	Miners	.95	5.71
7.31	Chuck Tenders	.80	5.84
			$13.19

Therefore: Average Cost per hour for 45 days for employees was $13.19

AVERAGE Cost of INSURANCE at the following rates per $13.19 for employees.

(A) FEDERAL UNEMPLOYMENT INSURANCE	.3 %	x	$13.19	$.03
(B) LIABILITY INSURANCE	.422%	x	13.19	.05
(C) STATE INDUSTRIAL TAX	9.15%	x	13.19	1.20
(D) STATE UNEMPLOYMENT INSURANCE	2.7 %	x	13.19	.35
(E) SOCIAL SECURITY INSURANCE	1.00 %	x	13.19	.13
TOTAL INSURANCE PER HOUR				$1.76

$13.19	Cost per Hour for Employees
1.76	Cost of Insurance per Hour
$14.95	TOTAL Cost per Hour for both wages and Insurance for employees

COST TO KERN-KIBBE FOR CHIPPING OUT HITCHES FOR BLOCKS FOR EACH RING SET

2.81 Average number of Ring Sets per day

18 Average number of blocks per Ring Set

Therefore: 2.81 x 18 = 50.58 Average number of blocks placed per day.

1.03 Number hours spent chipping out hitches for blocks per ring sets.

$14.95 Average Cost per hour for Employees

Therefore: 1.03 x $14.95 = $15.39 Cost to Kern-Kibbe for each Ring Set.

There are approximately 18 blocks per Ring Set

Therefore: $\frac{\$15.39}{18}$ = $.85 COST to Kern-Kibbe for Chipping out Hitches for each block for Ring Set

126 Number of Ring Sets placed in 45 days.
18 Number of Blocks per Ring Set.

2268 Number of Blocks per 126 Ring Sets.

2268 x $.855 = $1939.14 Total Cost for Chipping Out Hitches for blocks for 126 Ring Sets for 45 days or from Oct. 21, 1940 to Dec. 20, 1940.

	MORNING SHIFT					SWING SHIFT			
Date	Fore	Miners	Chuck Tenders	(hrs) Time	Ring	Fore	Miners	Chuck Tenders	(hrs) Time
10/19/40	1	4	6	1.50	2	1	5	6	.75
10/18/40	1	5	7	2.00	3	1	5	6	1.50
10/17/40	1	5	7	1.50	2	*	*	*	*
10/16/40	1	5	7	2.00	2	*	*	*	*
10/15/40	1	5	7	1.00	2	*	*	*	*
10/14/40	1	5	7	1.75	2	*	*	*	*
10/12/40	1	4	6	1.00	2	1	5	7	1.00
10/11/40	1	5	2	1.00	1	*	*	*	*
10/10/40	1	5	7	1.75	3	1	5	6	.75
10/ 9/40	1	5	7	2.00	2	*	*	*	*
10/8/40	1	5	7	1.50	2	*	*	*	*
10/ 7/40	1	5	7	2.00	2	*	*	*	*
10/ 5/40	1	5	6	2.00	2	*	*	*	*
10/ 4/40	1	5	7	1.75	2	*	*	*	*
10/ 3/40	1	5	7	2.00	2	*	*	*	*
10/ 2/40	1	5	7	1.50	2	*	*	*	*
10/ 1/40	1	5	7	1.50	2	*	*	*	*
9/30/40	1	5	6	2.00	2	*	*	*	*
9/28/40	1	5	6	2.00	2	*	*	*	*
9/27/40	1	5	7	1.00	2	1	5	6	1.00
9/26/40	1	5	7	2.00	2	*	*	*	*
9/25/40	1	5	7	1.75	2	*	*	*	*
9/24/40	1	5	7	2.00	2	1	4	6	2.00
9/23/40	1	5	7	2.00	2	*	*	*	*
9/21/40	1	4	7	1.00	1	*	*	*	*
9/20/40	1	4	6	1.50	1	1	5	7	1.00
9/19/40	1	4	4	1.50	1	*	*	*	*
9/18/40	1	4	4	1.00	1	*	*	*	*
9/17/40	1	4	4	.50	1	1	3	3	1.00
9/16/40	1	4	4	.50	1	1	3	4	1.00
9/14/40	1	3	4	1.00	1	1	2	3	2.00
9/13/40	1	3	4	.50	1	*	*	*	*
9/12/40	1	3	4	1.00	1	*	*	*	*
9/11/40	*	*	*	*	1	1	3	3	1.00
9/10/40	1	2	4	2.00	1	*	*	*	*
9/9/40	*	*	*	*	*	*	*	*	*
9/7/40	1	3	4	3.00	1	*	*	*	*
37 days	35	156	207	53.00	61	11	45	57	13.00

AVERAGE Number of Foremen for thirty-seven days.

Morning Shift	35
Swing Shift	11
Total	46

Therefore: 46 Foremen divided by 37 days = 1.24 Foremen.

AVERAGE Number of Miners for thirty-seven days.

Morning Shift	156
Swing Shift	145
Total	201

Therefore: 201 Miners divided by 37 days = 5.41 Miners.

AVERAGE Number of Chuck Tenders for thirty-seven days.

Morning Shift	207
Swing Shift	57
Total	264

Therefore: 264 Chuck Tenders divided by 37 days
equals 7.14 Chuck Tenders

AVERAGE Number of Rings per day
61 Total Number of Rings
37 Days = 1.65 Rings per day.

AVERAGE COST OF LABOR ALONE FOR THIRTY-SEVEN DAYS

1.24 Foremen	@	$1.25	per hour	$1.555
5.41 Miners	@	.95	" "	5.130
7.14 Chuck Tenders	@	.80	" "	5.712
Total				$12.397

FEDERAL UNEMPLOYMENT INSURANCE	.3 %	x	$12.397	.0371
LIABILITY INSURANCE	.422%	x	12.397	.0522
STATE INDUSTRIAL INSURANCE	9.15 %	x	12.397	1.1336
STATE UNEMPLOYMENT INSURANCE	2.7 %	x	12.397	.3345
SOCIAL SECURITY INSURANCE	1.00 %	x	12.397	.1239
COST OF INSURANCE				$1.6813

$12.397 Cost of Labor per hour for 37 days
1.681 Cost of Insurance

$14.078 Total Cost per hour for labor for 37 days.

AVERAGE Time for each Ring Set

Morning Shift	53 Hours
Swing Shift	13 Hours
Total	66 Hours

Therefore: 66 Hours divided by 61 Ring Sets = 1.08 Hours

Average Cost per hour	$14.07
Average number of Hours	1.08
Cost per Ring Set	$15.19

Total Cost per all Ring Sets

$15.19	Cost per Ring Set
61	Number of Ring Sets
$926.59	Cost per all Ring Sets

18	Blocks per Ring Set
61	Number of Ring Sets
1098	Blocks per 61 Ring Sets

Therefore : $\frac{\$926.59}{1098}$ $\frac{\text{Cost per Ring Set}}{\text{Number of Blocks}}$ = $.84387 Cost per block

TOTAL COST FOR KERN-KIBBE FOR 82 DAYS

$1939.14	Cost for hitching for 126 Ring Sets for 45 days from October 21, 1940 to Dec 20, 1940
926.59	Cost for 37 days from Sept. 7, 1940 to Oct. 19, 1940
$2865.73	TOTAL COST for 82 days for Chipping Out Hitches for blocks for Ring Sets.

(Check)

2268 Blocks at $.85	1939.14
1098 Blocks at $.84	926.59
	$2865.73

a

RECEIVED
JUN 3 1941
FOR FILING

186-E-1

May 31, 1941.

Kern & Kibbe
42 Southeast Salmon Street
Portland, Oregon

Gentlemen:

Receipt is acknowledged of your several communications of May 29, in regard to your contract No. 2387 — Sunset Tunnel.

I am referring all of these to Mr. H. G. Smith for investigation and report, and will take up the matters with you further as soon as this information is received.

Mr. Baldock is going to be away for a week or so, and I am not personally familiar with any of these matters. You may rest assured, however, that all of them will receive our most careful consideration.

Very truly yours,

C. B. McCullough
Assistant Chief Engineer

CBM:AP

cc Mr. H. G. Smith

Form E-1—5M—10-40

186-E-1

OREGON STATE HIGHWAY COMMISSION
FIELD ENGINEER'S WEEKLY REPORT
FOR CONSTRUCTION PROJECTS ONLY

For Week Ending April 12, 1941, 19

Section Sunset Tunnel

Kind of work Grading, Lining & Paving

Highway Wolf Creek

Section prefix 34-1030

Contractor Kern and Kibbe

Contract number 2327

Date of contract June 13, 1940, 19

Date of completion July 31, 1941, 19

Date work started July 10, 1941, 19

Estimated date of completion July 31, 1941, 19

Amount of contract . . . . $ 135,295.00

Per cent of time elapsed 73 %

Estimated cost of completed project, exclusive of engineering $134,600

Per cent of contract completed, based on total contract price . . . . 91 %

Engineering cost to date, $ 6760, 5.0 %

Date project was completed , 19

General information covering progress of work by party and by contractor, important development, instructions to contractors, instructions from Division Engineers, exchanges in personnel of party, etc.:

Contractor has completed all work in connection with paving operations in the tunnel except a little cleanup work. The last of the concrete pavement was poured on Tuesday. Practically all of the equipment and supplies have been moved out.

Except for painting, the job is complete.

The engineering office is being moved from Camp Wolf Creek to Camp Ridge Road (Fort Stevens - Camp Clatsop) Saturday.

NOTED
RAY WEBS[illegible]

RECEIVED
APR 14 1941
OFFICE OF
DIVISION ENGINEER
DIVISION NO. 2

RECEIVED
APR [illegible]
OFFICE OF
CONSTR[illegible] ENGINEER

Signed A L Benedict

Address Warrenton, Oregon

Mail original copy to Salem and duplicate copy to Division Engineer on Saturday of each week, retain triplicate copy for your own file

	GRADING	~~SURFACING~~ Lining	MAINTENANCE MATERIALS	OIL AND BITUMINOUS MACADAM	PAVING
Miles in project	0.165	0.148			0.162
Miles partially completed					
Miles completed	0.165	0.148			0.162
Total estimated quantities	33000 cu.yd.	350 M-FBM			2090 s.y.
Estimated quantities moved or placed to date					
Average daily quantities					
Average daily quantities necessary to complete project on time					
Number shifts per day					1
Hours per shift					8
Average force on project for week					15

Percentages of men employed on contract to be secured from:

.... County, ...%; .... County, ...%; .... County, ...%; .... County, ...%

	NUMBER USED AND SECURED FROM					CONTRACTOR'S KEY MEN, ETC.	TOTAL
	COUNTY	COUNTY	COUNTY	COUNTY	OTHER SOURCES		
Men							
Men and teams							
Men and trucks under 3 tons							
Men and trucks over 3 tons							
Men and tractors							

Equipment used during week: Shovels ...., Power graders ...., Rollers 1, Mixers 1, Crushing or screening plants ....,

Compressors ...., Bulldozers ...., Sheet-foot rollers ...., ..., ..., ...

	WEATHER	HRS. DELAY	CAUSE OF DELAY
Sunday	Showers		
Monday	"		
Tuesday	"		
Wednesday	"		
Thursday	Fair		
Friday	Showers		
Saturday			

STATE PRINTING DEPT.

186-E-1

UNITED STATES DEPARTMENT OF AGRICULTURE
BUREAU OF PUBLIC ROADS
DISTRICT No. 1

POST OFFICE BUILDING
PORTLAND, OREGON

FEDERAL WORKS AGENCY
PUBLIC ROADS ADMINISTRATION

Stencil No. 124

IN YOUR REPLY PLEASE
REFER TO FILE NO. Oregon FAP 186-E (1)
Sunset Tunnel Section
Wolf Creek Highway

February 14, 1941

Mr. R. H. Baldock
State Highway Engineer
Salem, Oregon

Dear Sir:

We are forwarding herewith, for your files, an executed copy of the ____________________ project agreement and certificate for the above numbered project.

Very truly yours,

W. H. LYNCH
District Engineer

By Caufield
L. J. Caufield
Sr. Highway Engineer

Encls.

Jon

wa4pr-9172

Form P. R. 2

State Oregon

Federal Aid Project No. 196-E(1)

PROJECT AGREEMENT

MEMORANDUM OF AGREEMENT made this 10th day of Jan, 1941

by and between the Oregon State Highway Commission

, constituting

for the purpose hereof, the Highway Department of the State of Oregon hereinafter called the Highway Department, and the Federal Works Administrator, hereinafter called the Administrator, under and pursuant to the provisions of the act of Congress approved July 11, 1916 (39 Stat., 355), entitled "An Act to provide that the United States shall aid the States in the construction of rural post roads, and for other purposes," and of the act approved November 9, 1921 (42 Stat., 212), entitled "An Act to amend the Act entitled 'An Act to provide that the United States shall aid the States in the construction of rural post roads, and for other purposes,' approved July 11, 1916, as amended and supplemented, and for other purposes," and acts amendatory thereof or supplementary thereto:

Whereas the Highway Department of said State submitted on the 10th day of October, 1932, a project statement, which was approved on the 24 day of November, 1932, for the proposed construction of a project consisting of the road hereinafter described; and

Whereas the Highway Department, in accordance with the rules and regulations promulgated for the administration of the Federal Highway Act, has furnished surveys, plans, specifications, and estimates for Section E(1) of said project which were recommended for approval by the District Engineer of the Public Roads Administration on the 29th day of May 1940; and

Whereas the Administrator has certified to the Secretary of the Treasury his approval of said surveys, plans, specifications, and estimates, and the sum of eighty-nine thousand, five hundred ninety and no/100 dollars ($89,590.00) as the share of the United States payable under said act on account of Section E(1) of said project, which does not exceed the authorized Federal pro rata share of the approved total estimated cost thereof:

Now, therefore, in consideration of the premises and of the several promises to be faithfully performed by each, as hereinafter set forth, the Highway Department and the Administrator do hereby mutually agree as follows:

10—11379

FUNDS AT THE DISPOSAL OF THE HIGHWAY DEPARTMENT

ARTICLE I. Funds for the use of the Highway Department in the construction of said project have been made available in the following manner, to wit:

(*a*) By the State, Chap. 175, laws 1917; Chap. 31, laws 1920; Chap. 529, laws 1939. (include date and citation of act of legislature by which authorized)

(*b*) From other sources .... (State how placed under direct control of Highway Department)

ROAD EMBRACED IN PROJECT

ARTICLE II. This agreement covers the following highway as described in detail in said surveys, plans, and specifications:

Between survey station 1695+11 and survey station 1703+85, all in the NW 1/4, Sec. 24, T. 3 N., R. 5 W., W. M.

...., length 0.165 of a mile~~s~~ in Washington County, being Section 2(1) of Oregon Federal Aid project No. 186, consisting of 0.165 of a mile~~s~~ of roadway and no bridges ~~each~~ of more than 20 feet clear span, ~~of a mile in length~~.

CHARACTER AND METHOD OF CONSTRUCTION

ARTICLE III. The Highway Department will construct or cause to be constructed to final completion said project, in strict compliance with said plans and specifications, which are made a part hereof, under its direct supervision, which shall include adequate inspection throughout the course of construction, subject at all times to inspection and approval by the Administrator or his agents, and in accordance with the laws of said State, the rules and regulations of the Administrator, and the following conditions:

(*a*) It is agreed that the construction work on the project shall be performed by contract, unless the performance thereof by force account shall be approved by the Administrator or his authorized representatives. Such construction work as may be performed by force account shall be paid for on the basis of the units of work performed at the unit prices set forth in the estimate as approved by the Administrator, except that where the total actual cost is ascertained to be less than the estimate so approved the total Federal payments shall not exceed the Federal pro rata share of such total actual cost.

UNITED STATES PRO RATA SHARE OF THE COST OF SAID PROJECT

ARTICLE IV. The United States pro rata share of the value of the labor and materials which shall be actually put into the construction of Section E(1) of said project shall not in any event exceed the sum of eighty-nine thousand, five hundred ninety and no/100 dollars ($89,590.00), certified to the Secretary of the Treasury as above mentioned, which does not exceed the authorized Federal pro rata share of one hundred forty-six thousand, eight hundred sixty-seven and 60/100 dollars ($146,867.60), the approved total estimated cost of Section E(1) of said project.

PAYMENTS

ARTICLE V. As the construction of said project progresses, the Administrator shall from time to time draw warrants on the Secretary of the Treasury for the payment to the State Treasurer (Official or depository) hereby designated by the Highway Department for that purpose and authorized under the laws of said State to receive public funds of the State of Oregon (Name) of such sums as shall not, together with previous payments, exceed the United States pro rata share, as above specified, of the value, as determined by the Administrator after inspection and approval, of the labor and materials which have actually been put into said construction work in compliance with the requirements of Article III hereof.

The Administrator reserves the right to withhold such sum as he may deem necessary to insure completion of construction in compliance with said plans and specifications.

MAINTENANCE OF PROJECT

ARTICLE VI. The Highway Department will maintain said project in compliance with said acts of July 11, 1916, and November 9, 1921, out of funds which have been or will be made available therefor by said State in the manner herein set forth, to wit: Chap. 529, laws 1939. (Include reference to statute authorizing funds and probable amount annually available)

The Highway Department will use every means within its power to insure proper and permanent maintenance of said project, and to that end will provide for the constant making of needed repairs to preserve a smooth-surfaced highway.

Showing of authority of the Highway Department to execute agreements will be found in the agreement for project No. 112.

In witness whereof the parties have hereunto affixed their signatures, the Highway Department on the day and year first above written and the Administrator on the ______ day of

JAN 27 1941, 19__

OREGON STATE HIGHWAY COMMISSION
(Official title of Highway Department)

By Henry F. Cabell
Chairman, State Highway Commission
(Title of officer)

By [illegible] Clough
Member, State Highway Commission
(Title of officer)

By Herman Oliver
Member, State Highway Commission
(Title of officer)

By ______
______
(Title of officer)

By ______
______
(Title of officer)

FEDERAL WORKS ADMINISTRATOR,

By W. J. O'Leary
Acting Commissioner of Public Roads.

U. S. GOVERNMENT PRINTING OFFICE 16—11379

Form PR. 3—Revised

FEDERAL WORKS AGENCY
PUBLIC ROADS ADMINISTRATION

CERTIFICATE OF APPROVAL OF PLANS, SPECIFICATIONS, AND ESTIMATES

(Under "An Act to provide that the United States shall aid the States in the construction of rural roads, and for other purposes," approved July 11, 1916, and acts amendatory thereof and supplementary thereto.)

To

The Secretary of the Treasury, and

The State Highway Department of the State of Oregon

Pursuant to the acts above cited, I hereby certify—

First. That in accordance with the provisions of said acts, I have approved the plans, specifications, and estimates submitted by the State Highway Department of the State of Oregon for the construction of a highway designated in the records of this Agency as Federal Aid Project No. 186-E(1) State of Oregon.

Second. That in accordance with said provisions I have approved the sum of $116,867.60 as the total estimated cost of said project, and the sum of $89,590.00 as the share of the United States, payable under said acts on account of such project, which does not exceed the authorized Federal pro rata share of said total estimated cost.

Done at the city of Washington, this ______ day of JAN 27 1941 one thousand nine hundred and ______

Federal Works Administrator,

By HJ O'Leary
Acting Commissioner of Public Roads.

U. S. GOVERNMENT PRINTING OFFICE 16—10120

RECEIVED
JAN 15 1941
FOR FILING
156-E-1

January 13, 1941

General Petroleum Corporation
of California
813 S. W. Alder Street
Portland, Oregon

Gentlemen:

This will acknowledge receipt of your letter of December 10 and advise that there has been paid to date an amount of $86,227.87 to Kern & Kibbe, for work performed under their contract No. 2327, for grading, paving and lining tunnel on the Sunset Tunnel Section of the Wolf Creek Highway.

The retained percentage at this date is $10,147.13.

Very truly yours,

OREGON STATE HIGHWAY COMMISSION

By

DOD:RS

Secretary

SOCONY-VACUUM

GENERAL PETROLEUM CORPORATION
OF CALIFORNIA
A SOCONY - VACUUM COMPANY
813 S. W. ALDER STREET
PORTLAND, OREGON

GARGOYLE
LUBRICANTS

December 10, 1940

Oregon State Highway Commission
Salem,
Oregon

Attention: Mr. H. B. Glaisyer, Secretary

Gentlemen:

We would appreciate your advising us the status of State Highway Contract #2327, covering the Kern & Kibbe bid. We would appreciate knowing the date of acceptance of the project and when final estimates will be paid to the contractor.

Very truly yours,

DISTRICT CREDIT MANAGER

LS:CAKilgas

FORM 303

186-E-1 (Stencil #28)

FEDERAL WORKS AGENCY
PUBLIC ROADS ADMINISTRATION
RECEIVED
FOR FILING

UNITED STATES DEPARTMENT OF AGRICULTURE
BUREAU OF PUBLIC ROADS
DISTRICT No. 1

POST OFFICE BUILDING
PORTLAND, OREGON

IN YOUR REPLY PLEASE
REFER TO FILE No. Ore. FAP 186-E (1)
Sunset Tunnel Section
Wolf Creek Highway

January 2, 1941

Mr. R. H. Baldock
State Highway Engineer
Salem, Oregon

Dear Sir:

We are forwarding herewith two copies of proposed project agreement for signature and return to this office.

Enclosed is an approved copy of the detail estimate, upon which the agreement was based, together with approved copy of specifications.

Very truly yours,

W. H. LYNCH
District Engineer

By L. J. Caufield
L. J. Caufield
Sr. Highway Engineer

⑨

SOUTHERN PACIFIC COMPANY

ESTIMATE OF COST FOR FORCE ACCOUNT WORK

AT THE DAVIES GRADE SEPARATION

Unit	Quantity	Character of Work	Labor	Material	Total
Job "A" Install 180 ft Guard Rail					
LF	360	75# Rail 4.02 T		80	
Ea	2	Welded points		17	
"	16	Rail braces		16	
Prs	14	SH Cont Joints		17	
Ea	70	Nut lox		4	
"	176	Tie plates		29	
Lbs	91	Bolts & nuts		4	
Lbs	300	Track spikes		13	
		Labor place	60		
		RR Act & SS		4	
		Work Comp & Emp ins		6	
			60	190	
		DR RECOLLECTIBLE			250
Job "B" Telegraph & Telephone Lines					
LF	300	2" WI pipe		72	
	Lot	Pipe fittings		3	
"	2000	Duplex cable		24	
Ea	2	Guy Rods		2	
"	3	Cross arms		3	
LF	150	Strand cable		6	
Ea	4	3 bolt guy clamps		1	
LF	600	#6 wire		1	
Ea	30	Insulator pins		3	
"	20	Insulators		1	
"	2	Anchor blocks		4	
		Miscellaneous mtl		10	
		Labor	100		
		Move outfits	24		
		RR & SS Acts		8	
		WC & PL Insurance		12	
			124	150	
		DR RECOLLECT			274
Job "C" Engineering			400		
		SS & RR Ret Act		23	
		WC & PL Insurance		24	
			400	47	
		DR RECOLLECT			447

Estimate of Cost for Force Account Work
at the Davies Grade Separation

Unit	Quantity	Character of Work	Labor	Material	Total
Job "D" Protection & Maintenance Railway Traffic					
		Inspection	1170		
		Flagging & watchmen	200		
		SS & RR Ret Act		82	
		WC & PL Insurance		137	
			1370	219	
					1589
		RECOLLECT			
		Total Cost to State		2560	
Capitalize 180 ft Guard Rail Paid for by State					
LF	360	SH 75# rail 4.02 T at 16.80		68	
Ea	2	Welded points		10	
"	16	Rail braces		6	
Prs	16	SH Cont Jts at 85¢		14	
Ea	176	SH tie plates		19	
		Bolts & spikes		10	
		Labor place	60		
		Store expense		5	
		10 % Conting	6	13	
			66	145	
		DR RAE & CR DOM			211

Total (less SS & R R Ret. Act) $ 301.00

Estimate of cost for Force account work at Davies Grade Separation

(8)

C
O
P
Y

SPOKANE, PORTLAND AND SEATTLE RAILWAY COMPANY
SYSTEM LINES

~~A. J. Witchel,~~
~~Assistant Superintendent~~

~~Portland, Oregon~~

October 21, 1940

~~Chief Engineer~~
~~Secretary~~

Mr. R. H. Baldock
State Highway Engineer
Salem, Oregon

Attention Mr. G. S. Paxson

Dear Sir:

Acknowledging your letter of the 18th instant about the Davies overcrossing, Wolf Creek Highway.

Our estimates for the items under (1), (2) and (3) of agreement of October 11th, 1940, are as follows:

(1) Rearrangement of the Railway Telegraph, Telephone and Signal System	
Taking down and cabling the United Rys. and the Pacific Telephone & Telegraph Co. lines, trunking same and replacing at completion of highway bridge	$150.00.
(2) Provide and Install Steel Guard Rails	
Providing and placing guard rails on track in bridge area	300.00
	* 450.00
(3) Flagging Service	
Estimate 90 working days	
Brakeman-Flagman - 8 hrs. per day at $6.02 x 90 days	541.80
Surcharges - 6% of payroll for railroad retirement, social security, etc.	
11½% of payroll for supervision	
17.5% of wages $541.80	94.82
Total Flagging Service	$636.62
Average per day of 8 hrs.	7.07

Train flagmen work on the basis of 8 hour days, overtime rate after 8 hours is time and one-half.

Contractor will have to provide a place for the train flagman to room and board, failing which the rate per day would be increased to the extent the flagman, under existing schedules, would have to be paid time deadheading to and from his place of lodging.

I trust this will give you the desired information.

Yours truly,

(Signed) A. J. Witchel

Chief Engineer.

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186-E-1

November 19, 1940

Mr. W. H. Lynch
District Engineer
Public Roads Administration
P. O. Box 3900
Portland, Oregon

Dear Sir:

Herewith are enclosed seven copies of estimate as basis for project agreement for the Sunset Tunnel Section, Project No. FA 186-E (1).

Very truly yours,

R. H. BALDOCK
Chief Engineer

By

S. H. Probert
Office Engineer

Dist. by J. W. Nash/ER

Encl.

Oregon State Highway Department Federal Aid Project No. 186-E (1)

SUNSET TUNNEL SECTION OF THE
WOLF CREEK HIGHWAY IN WASHINGTON COUNTY

(Estimate as basis for project agreement. Based on low bid prices.)

Salem, Oregon, November 15, 1940

Grading (Sta. 1695+11 to 1695+55) (Sta. 1703+41 to 1703+85)

1,200	cu. yds.	Excavation, Single Classification	$ .50	$ 600.00
450	cu. yds.	Tunnel Excavation	2.90	1,305.00
600	yd. mi.	Truck Haul	.25	150.00
4	cu. yds.	Class "A" Concrete in Sills	24.00	96.00
			Subtotal	$ 2,151.00
			10% Engr. & Cont.	215.10
			Total	$ 2,366.10

Length .016 mile
Cost per mile $ 147,881.25

Grading and Paving (Sta. 1695+55 to 1703+41)

21,550	cu. yds.	Tunnel Excavation	$ 2.90	$ 62,495.00
11,400	yd. mi.	Truck Haul	.25	2,850.00
226	cu. yds.	Class "A" Concrete in Sills	24.00	5,424.00
19	M-FBM	Cedar Blocking in Place	81.00	1,539.00
14,700	only	Port Orford Cedar Wedges in Place	.04	588.00
1,350	cu. yds.	Gravel Packing in Place	4.50	6,075.00
166	cords	Cordwood Packing	12.00	1,992.00
All Required		Painting (97%)		3,492.00
180	lin. ft.	4" Sewer Pipe	.50	90.00
1,600	lin. ft.	8" Concrete Pipe	.75	1,200.00
48	lin. ft.	Special Sections of 8" Concrete Pipe	2.00	96.00
10	cu. yds.	1½" - 0" Gravel Filling Material	4.50	45.00
70	cu. yds.	3/4" - ½" Rock Backfill Material	4.50	315.00
14	only	Catch Inlets	20.00	280.00
1,580	lin. ft.	Concrete Curbs and Gutters	1.20	1,896.00
530	sq. yds.	Concrete Sidewalks	2.00	1,060.00
300	cu. yds.	3" - 0" Materials in Leveling Course	3.00	900.00

70	cu. yds.	½" - 0" Materials in Cushion Course	$ 3.00	$ 210.00
2,000	sq. yds.	Portland Cement Concrete Pavement	4.00	8,000.00
140	lin. ft.	3/4" Expansion Joints	.20	28.00
1,800	lin. ft.	½" Expansion Joints	.17	306.00
1,100	lin. ft.	Contraction Joints	.04	44.00
140	only	Dowels	.25	35.00
2,000	lbs.	Tie Bars and Reinforcement	.10	200.00
380	M-FBM	Lumber and Timber, Wolman Salts Treatment	84.75	32,205.00
		Subtotal		$131,365.00
		10% Engr. & Cont.		13,136.50
		Total		$144,501.50

Length 0.149 mile
Cost per mile $ 969,808.72

SUMMARY OF FUNDS REQUESTED

Item	Total Cost	Federal Aid Funds	State Funds
Grading	$ 2,366.10	$ 1,443.00	$ 923.10
Grading and Paving	144,501.50	88,147.00	56,354.50
	$ 146,867.60	$ 89,590.00	$ 57,277.60

State Funds for Construction: Chap. 175, laws 1917; Chap. 31, laws 1920; Chap. 529, laws 1939
State Funds for Maintenance: Chap. 529, laws 1939

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JUL 2 1940
FOR FILING

1[illegible]-E-1

July 1, 1940

Kern & Kibbe
42 S. E. Salmon Street
Portland, Oregon

Gentlemen:

We are forwarding to you today, by express, a fully executed copy of Contract No. 2327 which was awarded to you on June 13, 1940, for grading, lining and paving the Sunset Tunnel Section of the Wolf Creek Highway, in Washington County. This is for your records and files.

Very truly yours,

STATE HIGHWAY COMMISSION

By

Secretary

DD:AM

July 1, 1940

Maryland Casualty Company
Hansen & Rowland, Inc., Agents,
Washington Building
Tacoma, Washington

Gentlemen:

We are forwarding to you today, by express, a fully executed copy of Contract No. 2327 which was awarded to Kern & Kibbe on June 13, 1940, for grading, lining and paving the Sunset Tunnel Section of the Wolf Creek Highway, in Washington County.

This is being forwarded to you inasmuch as you appear surety on the bond furnished by Kern and Kibbe and is for your records and files.

Very truly yours,

STATE HIGHWAY COMMISSION

By

DD:AM

Secretary

RECEIVED
JUN 20 1940
FOR FILING

186-E-1

June 18, 1940

KERN & KIBBE
42 S. E. Salmon Street
Portland, Oregon

Gentlemen:

We are sending you today by express four copies of Contract No. 2327 which was awarded to you by the State Highway Commission on June 13, 1940, covering the grading, lining, and paving of the Sunset Tunnel Section of the Wolf Creek Highway, in Washington County.

Kindly execute all four copies of this contract as to agreement and bond and return them to this office for approval by the State Highway Commission. When this has been done a fully executed copy will be returned to you for your records and files. We will also send an executed copy to the surety on your bond.

Your special attention is called to the paragraph under Section 5 (page 14) of the printed General Provisions, relating to the Workmen's Compensation Act. You will be expected to accept the terms of this Act and to carry on your work under this contract in strict conformance thereto.

Your attention is also called to the mimeographed page immediately preceding the colored pages, relating to payment by the contractor of amounts due hospital associations, etc.

Very truly yours,

STATE HIGHWAY COMMISSION
By

Secretary

MBL

FR 166-E-1

June 14, 1940

Korn & Kibbe
42 S. E. Salmon St.
Portland, Oregon

Gentlemen:

The State Highway Commission on June 13, 1940, awarded you the contract for 0.165 mile grading, tunnel excavation, lining and paving on the Sunset Tunnel Section of the Wolf Creek Highway, in Washington County. This award was based on your low bid of $135,295.00, using Wolman Salts, submitted on that date.

Contract forms will be sent to you for execution within the next few days.

Very truly yours,

HBG:AM

Secretary

cc - Mr. S. H. Probert
Mr. G. S. Paxson

FEDERAL WORKS AGENCY
PUBLIC ROADS ADMINISTRATION
DISTRICT ONE

MONTANA
OREGON
WASHINGTON

POST OFFICE BUILDING
PORTLAND, OREGON

FA 186-E-1

RECEIVED
STATE HIGHWAY CO

June 13, 1940

Mr. R. H. Baldock
State Highway Engineer
Salem, Oregon

Dear Sir:

This is to confirm our verbal concurrence in award of contract, as of this date, for Oregon Federal Aid Project No. FAP 186-E (1), Sunset Tunnel Section of Wolf Creek Highway, to Kern & Kibbe, Portland, Oregon, who submitted the low bid, using Wolman Salts.

Very truly yours,

W H Lynch
W. H. LYNCH
District Engineer

June 3, 1940

Mr. W. H. Lynch
District Engineer
Public Roads Administration
P. O. Box 3900
Portland, Oregon

Dear Sir:

We are enclosing herewith seven copies of revised estimate to accompany plans and specifications for the Sunset Tunnel Section, Project No. FA 186-E(1).

The quantity for the item "Gravel Packing in Place" was incorrectly shown as 135 cubic yards. The correct amount is 1350 cubic yards.

We are likewise enclosing revised special provision pages numbers 13, 15, 16, and 17, and revised bid item sheets. These pages contain the following changes and additions.

Page 13. Next to last paragraph added.
Page 15. Revised Specification under subhead "Details of Construction."
Page 16. Revised Specification under subhead "Preparing of Foundations."
Page 17. Revised Specification under subhead "Measurement and Payment."
Bid Sheet No. 1. Bid Item No. 8 corrected to 1450 cubic yards.

Five blue print copies of revised quantity summary sheet are being sent under separate cover.

Very truly yours,

R. H. BALDOCK
State Highway Engineer

By

S. H. Probert
Office Engineer

Dict. by J. W. Nash/PO

Oregon State Highway Department Federal Aid Project No. 186-E (1)

SUNSET TUNNEL SECTION OF THE
WOLF CREEK HIGHWAY IN WASHINGTON COUNTY

(Estimate to accompany plans and specifications. Not as basis for project agreement.)

Salem, Oregon, June 3, 1940

Grading (Sta. 1695+11 to 1695+55) (Sta. 1703+41 to 1703+85)

1,200	cu. yds.	Excavation, Single Classif.	$ .50	$ 600.00
450	cu. yds.	Tunnel Excavation	3.50	1,575.00
600	yd. mi.	Truck Haul	.12	72.00
4	cu. yds.	Class "A" Concrete in Sills	25.00	100.00
		Subtotal		$ 2,347.00
		10% Engr. & Cont.		234.70
		Total		$ 2,581.70

Length .016 mile
Cost per mile $ 161,356.25

Grading and Paving (Sta. 1695+55 to 1703+41)

21,550	cu. yds.	Tunnel Excavation	$ 3.50	$ 75,425.00
11,400	yd. mi.	Truck Haul	.12	1,368.00
226	cu. yds.	Class "A" Concrete in Sills	25.00	5,650.00
19	M-FBM	Cedar Blocking in Place	50.00	950.00
14,700	only	Port Orford Cedar Wedges in Place	.05	735.00
1,350	cu. yds.	Gravel Packing in Place	2.00	2,700.00
166	cords	Cordwood Packing	15.00	2,490.00
All Required		Painting (97%)		3,880.00
180	lin. ft.	4" Sewer Pipe	.40	72.00
1,600	lin. ft.	8" Concrete Pipe	.70	1,120.00
48	lin. ft.	Special Sections of 8" Concrete Pipe	1.50	72.00
10	cu. yds.	1½" - 0" Gravel Filling Material	2.50	25.00
70	cu. yds.	3/4" - ½" Rock Backfill Material	2.50	175.00
14	only	Catch Inlets	10.00	140.00
1,580	lin. ft.	Concrete Curbs and Gutter	.80	1,264.00
530	sq. yds.	Concrete Sidewalks	2.00	1,060.00

300	cu. yds.	3" - 0" Materials in Leveling Course	$ 2.00	$ 600.00
70	cu. yds.	½" - 0" Materials in Cushion Course	2.50	175.00
2,000	sq. yds.	Portland Cement Concrete Pavement	2.50	5,000.00
140	lin. ft.	3/4" Expansion Joints	.20	28.00
1,800	lin. ft.	½" Expansion Joints	.15	270.00
1,100	lin. ft.	Contraction Joints	.05	55.00
140	only	Dowels	.20	28.00
2,000	lbs.	Tie Bars and Reinforcement	.06	120.00
380	M-FBM	Lumber and Timber, Wolman Salts Treatment	110.00	41,800.00
380	M-FBM	Lumber and Timber, Zinc Chloride Sodium Dichromate Treatment	110.00	(Alternate)
		Subtotal		$ 145,202.00
		10% Engr. & Cont.		14,520.20
		Total		$ 159,722.20

Length 0.149 mile
Cost per mile $ 1,071,961.00

SUMMARY OF FUNDS REQUESTED

Item	Total Cost	Federal Aid Funds	State Funds
Grading	$ 2,581.70	$ 1,575.00	$ 1,006.70
Grading and Paving	159,722.20	97,435.00	62,287.20
	$ 162,303.90	$ 99,010.00	$ 63,293.90

May 31, 1940

Mr. W. H. Lynch
District Engineer
Public Roads Administration
Post Office Box 3900
Portland, Oregon

Dear Sir:

We are enclosing herewith five copies of special provision page number 10 for the Sunset Tunnel Section, Project No. FA 186-E (1).

The specification under the subhead "Cordwood" has been revised to require all material to be Port Orford Cedar or Western Red Cedar.

We are, likewise, sending, under separate cover, five blueprint copies of drawing number 7056, which has been revised in accordance with your suggestion made by telephone.

Very truly yours,

R. H. BALDOCK
State Highway Engineer

By

S. H. Probert
Office Engineer

Dict. by J. W. Nash/MB

Encl.

FEDERAL WORKS AGENCY
PUBLIC ROADS ADMINISTRATION
DISTRICT ONE

MONTANA
OREGON
WASHINGTON

POST OFFICE BUILDING
PORTLAND, OREGON

May 29, 1940

RECEIVED
OREGON
STATE HIGHWAY COMMISSION

Mr. R. H. Baldock
State Highway Engineer
Salem, Oregon

Dear Sir:

P. S. & E. documents for Oregon Federal Aid Project No. FA 186-E (1), the Sunset Tunnel Section of the Wolf Creek Highway, have today been recommended for approval, subject to final review and approval by the Commissioner of Public Roads. This is your authority to advertise for bids.

Very truly yours,

W H Lynch

W. H. LYNCH,
District Engineer

May 27, 1940

Mr. W. H. Lynch
District Engineer
Public Roads Administration
P.O.Box 3900
Portland, Oregon

Dear Sir:

Herewith are enclosed seven copies of estimate and three copies of right of way statement for the Sunset Tunnel Section, Project No. FA ~~186-D (1)~~. 186-E(1)

Five bid proposals and five sets of blueprint plans are being sent under separate cover.

Very truly yours,

R. H. BALDOCK
State Highway Engineer

By

S. H. Probert
Office Engineer

Dict. by J. W. Nash/PO

Encl.

186 E (1)

Oregon State Highway Department Federal Aid Project No. ~~186-D (1)~~

SUNSET TUNNEL SECTION OF THE
WOLF CREEK HIGHWAY IN WASHINGTON COUNTY

(Estimate to accompany plans and specifications. Not as basis for project agreement.)

Salem, Oregon, May 27, 1940

Grading (Sta. 1695+11 to 1695+55) (Sta. 1703+41 to 1703+85)

1,200	cu. yds.	Excavation, Single Classif.	$ .50	$ 600.00
450	cu. yds.	Tunnel Excavation	3.50	1,575.00
600	yd. mi.	Truck Haul	.12	72.00
4	cu. yds.	Class "A" Concrete in Sills	25.00	100.00
			Subtotal	$ 2,347.00
			10% Engr. & Cont.	234.70
			Total	$ 2,581.70

Length	.016 mile
Cost per mile	$ 161,356.25

Grading and Paving (Sta. 1695+55 to 1703+41)

21,550	cu. yds.	Tunnel Excavation	$ 3.50	$ 75,425.00
11,400	yd. mi.	Truck Haul	.12	1,368.00
226	cu. yds.	Class "A" Concrete in Sills	25.00	5,650.00
19	M-FBM	Cedar Blocking in Place	50.00	950.00
14,700	only	Port Orford Cedar Wedges in Place	.05	735.00
135	cu. yds.	Gravel Packing in Place	4.00	540.00
166	cords	Cordwood Packing	15.00	2,490.00
All Required		Painting (97%)		3,880.00
180	lin. ft.	4" Sewer Pipe	.40	72.00
1,600	lin. ft.	8" Concrete Pipe	.70	1,120.00
48	lin. ft.	Special Sections of 8" Concrete Pipe	1.50	72.00
10	cu. yds.	1½" - 0" Gravel Filling Material	2.50	25.00
70	cu. yds.	3/4" - ¼" Rock Backfill Material	2.50	175.00
14	only	Catch Inlets	10.00	140.00
1,580	lin. ft.	Concrete Curbs and Gutter	.80	1,264.00
530	sq. yds.	Concrete Sidewalks	2.00	1,060.00

300	cu. yds.	3" - 0" Materials in Leveling Course	$ 2.00	$ 600.00
70	cu. yds.	½" - 0" Materials in Cushion Course	2.50	175.00
2,000	sq. yds.	Portland Cement Concrete Pavement	2.50	5,000.00
140	lin. ft.	3/4" Expansion Joints	.20	28.00
1,800	lin. ft.	½" Expansion Joints	.15	270.00
1,100	lin. ft.	Contraction Joints	.05	55.00
140	only	Dowels	.20	28.00
2,000	lbs.	Tie Bars and Reinforcement	.06	120.00
380	M-FBM	Lumber and Timber, Wolman Salts Treatment	110.00	41,800.00
380	M-FBM	Lumber and Timber, Zinc Chloride-Sodium Dichromate Treatment	110.00	(Alternate)
			Subtotal	$ 143,042.00
			10% Engr. & Cont.	14,304.20
			Total	$ 157,346.20

Length 0.149 mile
Cost per mile $ 1,056,014.76

SUMMARY OF FUNDS REQUESTED

Item	Total Cost	Federal Aid Funds	State Funds
Grading	$ 2,581.70	$ 1,575.00	$ 1,006.70
Grading and Paving	157,346.20	95,985.00	61,361.20
	$ 159,927.90	$ 97,560.00	$ 62,367.90

Oregon State Highway Department Federal Aid Project No. 186-D (1)

SUNSET TUNNEL SECTION OF THE
WOLF CREEK HIGHWAY IN WASHINGTON COUNTY

(Estimate to accompany plans and specifications. Not as basis for project agreement.)

Salem, Oregon, May 27, 1940

Grading (Sta. 1695+11 to 1695+55) (Sta. 1703+41 to 1703+85)

1,200	cu. yds.	Excavation, Single Classif.	$ .50	$ 600.00
450	cu. yds.	Tunnel Excavation	3.50	1,575.00
600	yd. mi.	Truck Haul	.12	72.00
4	cu. yds.	Class "A" Concrete in Sills	25.00	100.00
			Subtotal	$ 2,347.00
			10% Engr. & Cont.	234.70
			Total	$ 2,581.70

Length .016 mile
Cost per mile $ 161,356.25

Grading and Paving (Sta. 1695+55 to 1703+41)

21,550	cu. yds.	Tunnel Excavation	$ 3.50	$ 75,425.00
11,400	yd. mi.	Truck Haul	.12	1,368.00
226	cu. yds.	Class "A" Concrete in Sills	25.00	5,650.00
19	M-FBM	Cedar Blocking in Place	50.00	950.00
14,700	only	Port Orford Cedar Wedges in Place	.05	735.00
135	cu. yds.	Gravel Packing in Place	4.00	540.00
166	cords	Cordwood Packing	15.00	2,490.00
All Required		Painting (97%)		3,880.00
180	lin. ft.	4" Sewer Pipe	.40	72.00
1,600	lin. ft.	8" Concrete Pipe	.70	1,120.00
48	lin. ft.	Special Sections of 8" Concrete Pipe	1.50	72.00
10	cu. yds.	1½" - 0" Gravel Filling Material	2.50	25.00
70	cu. yds.	3/4" - ¼" Rock Backfill Material	2.50	175.00
14	only	Catch Inlets	10.00	140.00
1,580	lin. ft.	Concrete Curbs and Gutter	.80	1,264.00
530	sq. yds.	Concrete Sidewalks	2.00	1,060.00

300	cu. yds.	3" - 0" Materials in Leveling Course	$ 2.00	$ 600.00
70	cu. yds.	½" - 0" Materials in Cushion Course	2.50	175.00
2,000	sq. yds.	Portland Cement Concrete Pavement	2.50	5,000.00
140	lin. ft.	3/4" Expansion Joints	.20	28.00
1,800	lin. ft.	½" Expansion Joints	.15	270.00
1,100	lin. ft.	Contraction Joints	.05	55.00
140	only	Dowels	.20	28.00
2,000	lbs.	Tie Bars and Reinforcement	.06	120.00
380	M-FBM	Lumber and Timber, Wolman Salts Treatment	110.00	41,800.00
380	M-FBM	Lumber and Timber, Zinc Chloride-Sodium Dichromate Treatment	110.00	(Alternate)
			Subtotal	$ 143,042.00
			10% Engr. & Cont.	14,304.20
			Total	$ 157,346.20

Length 0.149 mile
Cost per mile $ 1,056,014.76

SUMMARY OF FUNDS REQUESTED

Item	Total Cost	Federal Aid Funds	State Funds
Grading	$ 2,581.70	$ 1,575.00	$ 1,006.70
Grading and Paving	157,346.20	95,985.00	61,361.20
	$ 159,927.90	$ 97,560.00	$ 62,367.90

SUNSET TUNNEL SECTION

PROJECT NO. FA 186-D(1)

All necessary right of way has been acquired for this project.

R. H. BALDOCK
State Highway Engineer

By

S. H. Probert
Office Engineer

May 27, 1940

Form E-30—Revised—3M—9-36

OREGON STATE HIGHWAY COMMISSION

INTER-DEPARTMENT CORRESPONDENCE

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Bridges & Tunnels

Salem, Oregon
April 5, 1940

Subject: Estimate of Proposed WPA Project for the Construction of Sunset Tunnel on the Wolf Creek Highway

To: Mr. R. H. Baldock
State Highway Engineer
Office

REFERRED TO
Glaisyer
By State Highway Engineer

agenda

Dear Sir:

The estimated cost for the construction of the Sunset Tunnel by WPA and by contract is attached herewith.

This tunnel will be 810' long, 36' wide, 24' high, lined with treated timber, and will have concrete sills, curbs, gutters, sidewalks, pavement and portals.

The WPA has constructed three tunnels for Multnomah County, and it is proposed that the same methods of construction will be employed in the construction of the Sunset Tunnel.

Two sill drifts and one crown drift, each about 6' x 8', are drilled through first. Swede cars of about one-cubic yard capacity on light gauge iron rails, pulled by cable on stationary winch, are used to haul most of the tunnel excavation. The excavation is done by hand labor. Most of the excavation is trapped into the Swede cars by removing the lagging from the ceiling of the sill drifts. Laborers shoveling into trucks or Swede cars remove the portion which cannot be trapped.

If the WPA does not make suitable progress by hand labor methods, it may be necessary for the State to furnish an electric shovel, which would speed up production about 20%. A 3/4-cubic yard electric shovel will cost about $10,000.00, plus about $6,000.00 for electric power, and about $3,000.00 for repairs, or a total cost of about $19,000.00.

In order to speed up the WPA hand labor method, it is proposed to start construction on both ends of the tunnel and operate 24 hours per day, seven days per week, and try to complete the tunnel in 12 months.

About 300 men will be required, and it is proposed to enlarge Camp Manning to accommodate the men required. The WPA busses will transport the men from Portland to camp and from the camp to the tunnel.

The tunnel excavation will probably be rotten rock, which will require considerable shooting. A ventilating system will be required to remove powder fumes. It will probably be advisable to waste about half of

[illegible]

R

the tunnel excavation to widen fills and save haul.

The WPA will furnish labor, busses, small tools, Swede cars, railroad track, gas, oil, grease and camp supplies.

The State Highway Commission will be required to furnish engineering, equipment, materials, explosives and miscellaneous supplies.

The State Highway Commission does not have equipment available for this project, and it will be necessary to purchase the following equipment if the tunnel is constructed as a WPA project.

4	- 1½-Ton Dump Trucks	at	$ 900.00	$ 3,600.00
2	- 360-Cu. Ft. Compressors	at	4,500.00	9,000.00
4	- Jackhammers	at	400.00	1,600.00
4	- Drift Guns	at	400.00	1,600.00
2	- 36" Blower Fans and Power	at	800.00	1,600.00
1,000	- Lin. Ft. 24" Metal Ventilating Pipe	at	0.75	750.00
2	- 2 Drum Winches, 35 H. P.	at	1,000.00	2,000.00
6	- Roller Cable Guides	at	25.00	150.00
1	- 2-Sack Concrete Mixer	at	1,800.00	1,800.00
1,200	- Lin. Ft. 3" Pipe for Compressors	at	0.30	360.00
4,000	- Lin. Ft. ⅛" Cable for Winches	at	0.08	320.00
6,000	- Lin. Ft. 12-Gauge Cable for Lighting	at	0.01	60.00
6	- Drill Support Mountings	at	100.00	600.00
500	- Lin. Ft. Hollow Drill Steel			100.00
1,000	- Detachable Bits			350.00
				$23,890.00

If a 3/4-cubic yard electric shovel is required to speed up construction, the cost of a new 3/4-cubic yard electric shovel will be about $10,000.00.

Electric power from a three-phase circuit suitable for driving a large motor can be secured from the Portland General Electric Power Company at Glenwood, a distance of about seven miles from the tunnel. Seven miles of three-phase power line would cost about $800.00 per mile, or $5,600.00. The WPA would furnish the labor, if the State would furnish the materials, which would cost about $2,500.00. The cost of electric power, if an electric shovel is used, would cost the State about $250.00 per month, or $3,000.00 for 12 months. The total cost to the State to connect to the power line and buy power would be about $5,500.00.

If the power line is not run in and an electric shovel is used, a motor driven generator large enough to provide power and lights will cost the State about $6,000.00, and the repairs and upkeep for 12 months will cost about $2,000.00, a total cost to the State of $8,000.00. The WPA will furnish the operator, gas, oil, and grease.

If the electric shovel is not used, electricity for lights could be generated with two five-kw. generators, which would cost the State about $1,400.00 each, or $2,800.00. The repairs and upkeep would cost about $600.00. The total cost to the State would be about $3,400.00.

Summary of the Estimated Cost of the New Equipment Required for Tunnel Construction, Including Cost of Electric Power

1. Assuming that electric shovel will not be required, 2 - 5 kw. generators will furnish electricity for lights.

Estimated Cost to State for Electric Power- - - - - - -	$ 3,400.00
Estimated Cost of Other Equipment - - - - - - - - - - - -	23,890.00
Total -	$27,290.00

2. Assuming that an electric shovel will be acquired and a connection will be made with the power company.

Estimated Cost to State for Electric Power- - - - - - -	$ 5,500.00
Estimated Cost for Other Equipment- - - - - - - - - - -	33,890.00
Total -	$39,390.00

3. Assuming that an electric shovel will be acquired and that a power plant large enough to provide power and lights will be purchased.

Estimated Cost to State for Electric Power- - - - - - -	$ 8,000.00
Estimated Cost of Other Equipment - - - - - - - - - - -	33,890.00
Total -	$41,890.00

Estimated Cost of 810' Sunset Tunnel Treated Timber Lining with Provisions for Future 8" Concrete Lining and Future Lighting

			Estimated WPA Cost		Estimated Contract Cost	
	Quantity	Unit	Unit	Amount	Unit	Amount
Portal Excavation	2,500	Cu. Yds.	$ 2.00	$ 5,000	$ 1.00	$ 2,500
Tunnel Excavation	21,900	Cu. Yds.	6.50	142,350	4.00	87,600
Tunnel Overbreak Excavation	2,200	Cu. Yds.	2.00	4,400	1.00	2,200
Concrete Sills	300	Cu. Yds.	30.00	9,000	20.00	6,000
Treated Timber Lining	420	MBM	125.00	52,500	90.00	37,800
Cedar Blocking	150	MBM	75.00	11,250	50.00	7,500
Port Orford Cedar Wedges	25,000	Each	0.06	1,500	0.05	1,250
Cedar Cordwood Packing	500	Cords	15.00	7,500	12.00	6,000

			Estimated WPA Cost		Estimated Contract Cost	
	Quantity	Unit	Unit	Amount	Unit	Amount
Temporary Timbering	200	MBM	$75.00	$ 15,000	$ -	$ -
Concrete Curbs & Gutters	1,620	Lin. Ft.	1.75	2,835	1.25	2,025
Concrete Sidewalks	530	Sq. Yds.	2.25	1,193	1.75	928
Concrete Pavement	2,040	Sq. Yds.	3.50	7,140	2.75	5,610
Crushed Rock Cushion	270	Cu. Yds.	3.25	878	2.50	675
6" Drain Pipe	660	Lin. Ft.	1.25	825	0.75	495
8" Drain Pipe	1,780	Lin. Ft.	1.25	2,225	0.75	1,335
Catch Inlets	22	Each	15.00	330	9.00	198
Provisions for Lighting		All	-	7,500	-	5,000
Concrete Portals	250	Cu. Yds.	32.00	8,000	24.00	6,000
Subtotal- - - - - - - - - - - - - - - - - - -				$279,426		$173,116
Engineering & Contingencies- - - - - - - - - - -				Included		17,312
Camp, Cook House & Lodging - - - - - - - - - - -				50,000		
Total -				$329,426		$190,428

Estimate that treated timbers will be spaced 3 feet center to center.
Estimated contract cost equals 58% of estimated WPA cost.

Sunset Tunnel WPA Proposal, the State Highway Commission Would Furnish:

Engineering

1 - Engineer	12 Mo. at $225.00	$ 2,700	
1 - Transitman	12 Mo. at 170.00	2,040	
1 - Computer	12 Mo. at 150.00	1,800	
1 - Inspector	12 Mo. at 150.00	1,800	
2 - Chainmen	12 Mo. at 100.00	2,400	
Engineering, Equipment & Supplies		1,500	
			$12,240

Equipment Rentals (Without Electric Shovel)

4 - 1½-Ton Dump Trucks	12 Mo. at $125.00	$ 6,000	
2 - 360-C.F. Compressors	12 Mo. at 450.00	10,800	
4 - Drift Guns	12 Mo. at 40.00	1,920	
4 - Jackhammers	12 Mo. at 40.00	1,920	
1 - Ventilating System	12 Mo. at 200.00	2,400	
2 - 2 Drum Winches, 35 H.P.	12 Mo. at 100.00	2,400	
2 - 5-kw. Light Plants	12 Mo. at 140.00	3,360	
1 - 2 Sack Concrete Mixer	12 Mo. at 150.00	1,800	
1 - 1-C.Y. Gas Shovel	1 Mo. at 500.00	500	
			$31,100

Materials

Treated Timber	420	MBM	at	$45.00	$18,900	
Cedar Blocking	150	MBM	at	30.00	4,500	
Temporary Timbering	200	MBM	at	25.00	5,000	
Cedar Wedges	25,000	Each	at	0.02	500	
Cement	1,395	Bbl.	at	3.00	4,185	
Concrete Aggregate	1,175	C.Y.	at	2.00	2,350	
Crushed Rock Cushion	270	C.Y.	at	2.00	540	
Reinforcing Steel	2,200	Lbs.	at	0.05	110	
Expansion Joints	1,900	L.F.	at	0.10	190	
Contraction Joints	1,100	L.F.	at	0.02	22	
Dowels for Concrete Pavement	190	Each	at	0.15	29	
Electric Lighting					2,500	
6" Drain Pipe	660	L.F.	at	0.12	79	
8" Drain Pipe	1,780	L.F.	at	0.15	267	
Grills for Inlets	20		at	3.00	60	
						$39,232

Supplies

Nails & Hardware for Timbering				$ 800	
Powder	15 T.	at	$160.00	2,400	
Exploders, Connecting Wire, Etc.				500	
Drill Steel, Bits, Hose, Etc.				1,400	
Cable, Pipe and Misc. Supplies				1,500	
					$ 6,600

Total Estimated State Cost Without Electric Shovel, Using 2 - 5-kw. Generators for Lights	$89,172

Sunset Tunnel WPA Proposal, the WPA Would Furnish:

Labor	$223,754

Non-labor

Small Tools, Goggles & Misc.				$ 2,000	
First Aid, Sanitary Supplies & Safety				800	
Supply Fund Overhead				1,200	
Gas, Oil & Grease				6,000	
2 Autos	12 Mo.	at	$50.00	1,200	
3 Busses	12 Mo.	at	125.00	4,500	
8 Swede Cars	12 Mo.	at	20.00	1,920	
4,000' 20# Rails	12 Mo.	at	80.00	960	
Camp Construction & Maintenance				3,500	
					$22,080

Summary of Estimated Cost

Estimated Cost to State:

Engineering	$12,240
Equipment Rental	31,100

Estimated Cost to State (Con.):

Materials	$39,272
Explosives and Miscellaneous Supplies	6,600

(1)	Total Without Electric Shovel, 2 - 5 kw. for Lights- - -	$89,172
(2)	Total With Electric Shovel and Electric Power from Power Company- - - - - - - - - - - - - - - - - - -	$102,272
(3)	Total With Electric Shovel and a Large Generator to Provide Power and Light - - - - - - - - - - - - - - - - -	$104,772

Estimated Cost to WPA:

(1)	Labor Without Electric Shovel- - - - - - - - - - - - - - -	$218,174
(2)	Labor With Electric Shovel and Power Line- - - - - - - -	$185,000
(3)	Labor With Electric Shovel and Large Power Unit- - - - -	$180,000
(1)	Non-labor Without Electric Shovel- - - - - - - - - - - -	$22,080
(2)	Non-labor With Shovel and Connection to Power Line - - -	$18,500
(3)	Non-labor With Shovel and Power Unit - - - - - - - - - -	$18,000

Summary of Estimated Total Cost

(1)	Without Electric Shovel, 2 - 5-kw. Generators for Lights	$329,426
(2)	With Electric Shovel and Electric Power from Power Co. -	$305,772
(3)	With Electric Shovel and a Large Electric Power Unit for Power and Lights - - - - - - - - - - - - - - - - - -	$302,772

If a WPA Project Proposal is submitted the latter part of April, it will be about August first before the project can be approved and funds made available so that work can start.

Very truly yours,

R. H. Clymer
Cost Analyst

RHC:MB

CONTRACT# [redacted] 2328

FAP 73-7 Middleton-Newberg Sec., 1940
Pacific Hwy. W., Roadside
#2328 Improvement

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73-7

December 21, 1943

Mr. W. H. Lynch
District Engineer
Public Roads Administration
Post Office Box 3900
Portland 8, Oregon

Dear Sir:

We are enclosing herewith four copies of excerpt from the minutes of the meeting on May 9, 1941, covering an extension of time to complete the work under contract No. 2328 for the construction of the Middleton-Newberg Section, Project No. FAP 73(7).

Very truly yours,

R. H. BALDOCK
State Highway Engineer

By

J. W. Nash
Asst. Office Engineer

JWN:GS

Encl.

FEDERAL WORKS AGENCY
PUBLIC ROADS ADMINISTRATION
DISTRICT ONE

MONTANA
OREGON
WASHINGTON

POST OFFICE BUILDING
PORTLAND, OREGON

November 18, 1943

Mr. R. H. Baldock
State Highway Engineer
Salem, Oregon

Dear Sir:

Reference is made to the final voucher assembly for Oregon FAP 73(7), the Middleton-Newberg Roadside Improvement Section of the West Side Pacific Highway, submitted with your letter of August 31, 1943.

We do not find included the usual copies of the excerpt from the minutes of the State Highway Commission with regard to the extension of time. Will you please send them to us?

Very truly yours,

W. H. LYNCH
District Engineer

By:
L. J. Caufield
Senior Highway Engineer

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NOV 19 1943
OREGON
STATE HIGHWAY COMMISSION

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73 - 7

May 31, 1941

Great American Indemnity Company
Harvey Wells-Reed Insurance Agency
Failing Building
Portland, Oregon

Gentlemen:

You are hereby notified that State Highway contract No. 2328, for work on the Middleton-Newberg Section of the Pacific Highway West, in Washington and Yamhill Counties, has been completed by the contractors, Leonard & Slate, and that final settlement will be made on or after June 10, 1941.

The state is not advised of any unpaid claims for labor or materials, or of the existence of any claims, debts, dues, or demands incurred in the performance of such work and remaining unsatisfied, and you are advised that the state assumes no responsibility for any such claims should there be any.

The notice is served upon you since you appear as surety on the bond furnished by the above contractor. Kindly acknowledge receipt of this letter.

For your information we wish to advise that the total amount paid the contractors in connection with this contract will be $10,752.59, including final payment, and that no force account work was performed therein. This contract was completed on March 4, 1941, and accepted by the Commission on May 9, 1941.

Very truly yours,

OREGON STATE HIGHWAY COMMISSION

By

Secretary

RS

NOTED
D. G. DeSart

73-7

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R.H. Baldock a

May 15th, 1941

NOTED State Highway Engineer

COST ANALYSIS

Middleton-Newberg
Contract No. 2328

Roadside Improvement
Leonard & Slate, Contractors
V. H. Hathorn, Acting Resident Engineer

Pacific Highway West
Prefix 34-1112

Item	Cost	Quantity	Unit	Unit Cost	Unit Bid	Gross Revenue
Right of Way Cleanup	$289.19	All				$1,000.00
Removal of Old Pavement	773.81	2,135.1	Sq. Yd.	$0.36	$0.40	854.04
Excavation, Single Class	2,074.83	3,676.5	Cu. Yd.	0.57	1.00	3,676.50
Truck Haul	323.32	1,616.6	Yd. Mi.	0.20	0.20	323.32
Min. Agg. In Place	212.32	47.0	Cu. Yd.	4.52	4.00	188.00
RC-3 Asph. In Place	169.94	4.9	Ton	34.68	40.00	196.00
Concrete Curbs	780.41	802.1	Lin. Ft.	0.97	0.75	601.58
Mulching	769.13	2,148.3	Sq. Yd.	0.36	0.40	859.32
*Furnish & Plant Trees	1,681.50	All				1,750.00
Preparation for Seeding	124.44	9.76	Acres	12.75	20.00	195.20
Seeding	372.12	15.82	"	23.52	50.00	791.00
Peat Moss	156.80	35	Bale	4.48	5.00	175.00
Commercial Tankage	65.00	1	Ton	65.00	75.00	75.00
Price Agreement #1	32.00					38.00
" " #2	235.85					275.00
Deduction for Excess Engineering Due to Overrun of Time Limitation						- 115.55
	$8,060.66					$10,882.41

* Subbed to H. L. Pearcey Nursery Co.

Gross Revenue	$10,882.41
Total Cost	8,060.66
Net Profit	$2,821.75

Net Profit Equals 25.9% of Gross Revenue

Middleton-Newberg

Detail of Cost

Labor:			
Supervision		$275.00	
Labor		2,570.85	
State Industrial Accident Insurance		187.33	
Social Security & Unemployment Insurance		116.68	$3,150.36
Materials:			
White Clover Seed	330 lbs. at $0.75	$247.43	
Kentucky Blue Grass Seed	56 " " 0.22	12.32	
Mulching Material		33.00	
Poultry Netting		43.39	
12" Corr. Iron Pipe	20 ft. " 0.78	15.60	
12" Concrete Pipe	3 " " 0.35	1.05	
12" " Drain Pipe	12 " " 0.22	2.64	
12" " Culv. "	192 " " 0.55	105.60	
Portland Cement	39 bbls." 2.40	93.60	
Concrete Aggregate	36 cu. yd. at 1.50	54.00	
Peat Moss	35 bales " 2.40	84.00	
Commercial Tankage	1 ton " 53.00	53.00	745.63
Equipment Rental & Misc. Supplies:			
Equipment Rental		$942.00	
Gas, Oil and Grease		311.91	
Small Tools & Misc. Supplies		236.76	
Bond		124.20	
Public Liability Insurance		31.63	
Placing Rock Footpath		336.00	
Office & General Overhead - 4% of Gross Revenue		439.91	
Move In		119.26	
Team Hire		23.00	2,564.67
Sub-Contractor - H. L. Pearcey Nursery Co.:			
Furnish & Plant Trees & Shrubs			1,600.00
			$8,060.66

Middleton-Newberg

REMARKS:

This contract, which required roadside beautification and improvement of a 6.40-mile section, was bid on June 13th, 1940. The contractor started work on August 12th, and completed on March 4th, 1941.

The excavation consisted of rounding existing cutbanks and the placing of the top soil secured by this operation on cut and fill slopes and on the shoulders. The excavation was done largely with hand labor although a ½-yard shovel picked up excess material and loaded into light trucks to be spread where needed. Pavement to be removed was first broken by a pavement breaking hammer on the shovel and then loaded into light trucks. Material used for the mulching was secured from adjacent farms and was hauled to the job by the contractor. The planting of shrubs and trees was sub-contracted to the H. L. Pearcey Nursery Co.

As the contractor had good bid prices he made a very satisfactory profit.

E. H. Clymer
Cost Analyst

By . . V. R. Jones

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FOR F

73-7

FEDERAL WORKS AGENCY
PUBLIC ROADS ADMINISTRATION
DISTRICT ONE

MONTANA
OREGON
WASHINGTON

POST OFFICE BUILDING
PORTLAND, OREGON

April 8, 1941

Mr. R. H. Baldock
State Highway Engineer
Salem, Oregon

Dear Sir:

Final inspection of Oregon Federal Aid Project No. 73 (7), the Middleton-Newberg Unit of the Multnomah County Line-Newberg Section of the West Side Pacific Highway, was made by a representative of this office on March 24, 1941.

The final voucher when submitted should be accompanied by a statement that the replacement planting--should any be required--has been performed as provided in the specifications.

Very truly yours,

W. H. LYNCH
District Engineer

By: L. J. Caufield
L. J. Caufield
Senior Highway Engineer

ED
D.G. DeSart

73-7

March 21, 1941

Great American Indemnity Co.
Harvey-Wells-Reed Insurance Agency
Failing Building
Portland, Oregon

Gentlemen:

You are advised that it is the intention of the State Highway Commission to make semi-final payment to Leonard & Slate, Multnomah, Oregon, on contract No. 2328 for 6.49 miles of Roadside Improvement, Middleton-Newberg Section in Washington & Yamhill Counties. This payment, in the amount of $740.25, will be made on or after March 31, 1941. The retained percentage is $670.00.

The state is not advised of any unpaid claims for labor or materials, or of the existence of any claims, debts, dues, or demands incurred in the performance of such work and remaining unsatisfied, and you are advised that the state assumes no responsibility for any such claims should there by any.

Kindly acknowledge receipt of this letter

Yours very truly,

OREGON STATE HIGHWAY COMMISSION

By
Secretary

OA

NOTED
D. G. DeSart

Form E-1—5M—10-40

OREGON STATE HIGHWAY COMMISSION
FIELD ENGINEER'S WEEKLY REPORT
FOR CONSTRUCTION PROJECTS ONLY

73-7

For Week Ending March 8, 19 41

Section Middleton-Newberg

Kind of work Roadside Improvement

Highway Pacific Highway West

Section prefix 34-1112

Contractor Leonard & Slate

Contract number 2328

Date of contract June 13, 19 40

Date of completion Nov. 15, 19 40

Date work started August 12, 19 40

Estimated date of completion May 15, 19 41

Amount of contract $ 12,420.00

Per cent of time elapsed 173 %

Estimated cost of completed project, exclusive of engineering $ 10,997.96

Per cent of contract completed, based on total contract price 88 %

Engineering cost to date, $ 1427.58, 191 %

Date project was completed , 19

General information covering progress of work by party and by contractor, important development, instructions to contractors, instructions from Division Engineers, exchanges in personnel of party, etc.:

H. L. Pearcy with two men completed all planting as called for in the contract last Tuesday, March 4.

It is apparent that replacement planting will have to be done before the contract is accepted. This work is to be done between April 15 and May 15, 1941.

This will be the last weekly report until replacement work starts.

NOTED
RAY WE[illegible]

NOTED
VAN SCOY

Signed W H Hathorn

Address 9200 S. E. McLoughlin Blvd., Portland

Mail original copy to Salem and duplicate copy to Division Engineer on Saturday of each week, retain triplicate copy for your own file

	GRADING	SURFACING	MAINTENANCE MATERIALS	OIL AND BITUMINOUS MACADAM	PAVING
Miles in project	6.5				
Miles partially completed					
Miles completed	6.5				
Total estimated quantities					
Estimated quantities moved or placed to date					
Average daily quantities					
Average daily quantities necessary to complete project on time					
Number shifts per day	1				
Hours per shift	8				
Average force on project for week	2				

Percentages of men employed on contract to be secured from:

.... County, ...%; .... County, ...%; .... County, ...%; .... County, ...%

	NUMBER USED AND SECURED FROM					CONTRACTOR'S KEY MEN, ETC.	TOTAL
	COUNTY	COUNTY	COUNTY	COUNTY	OTHER SOURCES		
Men							
Men and teams							
Men and trucks under 3 tons							
Men and trucks over 3 tons							
Men and tractors							

Equipment used during week: Shovels ...., Power graders ...., Rollers ...., Mixers ...., Crushing or screening plants ....,

Compressors ...., Bulldozers ...., Sheet-foot rollers ...., Truck . . . 1, ..., ...

	WEATHER	HRS. DELAY	CAUSE OF DELAY
Sunday	Fair		
Monday	"		
Tuesday	"		
Wednesday	"		
Thursday	"		
Friday	"		
Saturday	"		

STATE PRINTING DEPT.

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73-7

November 2, 1940

Mr. W. H. Lynch
District Engineer
Public Roads Administration
P. O. Box 5900
Portland, Oregon

Dear Sir:

Herewith are enclosed seven copies of estimate as basis for project agreement for the Middleton-Newberg Section, Project No. FA 73 (7).

Very truly yours,

R. H. BALDOCK
Chief Engineer

By

S. H. Probert
Office Engineer

Dict. by J. W. Nash/ER

Encl.

Oregon State Highway Department　　　　Federal Aid Project No. 73 (7)

MIDDLETON-NEWBERG SECTION OF THE PACIFIC HIGHWAY WEST IN WASHINGTON COUNTY

(Substitute estimate for auditing vouchers. Based on low bid prices.)

Salem, Oregon, August 22, 1940

All Required	Right of Way Cleanup		$ 1,000.00
4,100 sq. yds.	Removal of Old Pavement	$0.40	1,640.00
4,300 cu. yds.	Excavation, Single Classif.	1.00	4,300.00
4,000 yd. mi.	Truck Haul	0.20	800.00
All Required	Irrigation System		50.00
45 cu. yds.	Mineral Aggregate in Place	4.00	180.00
5 tons	Emulsified or RC-3 Asphalt in Place	40.00	200.00
600 lin. ft.	Concrete Curbs	0.75	450.00
2,000 sq. yds.	Mulching	0.40	800.00
All Required	Furnishing and Planting Trees, Shrubs and Vines		1,750.00
10 acres	Preparation for Seeding	20.00	200.00
16 acres	Seeding	50.00	800.00
35 bales	Peat Moss	5.00	175.00
1 ton	Commercial Tankage	75.00	75.00
		Subtotal	$12,420.00
		10% Engr. & Cont.	1,242.00
		Total	$13,662.00

Length	6.487 miles
Cost per mile	$ 2,106.05

State Funds for Construction: Chap. 175, laws 1917; Chap. 31, laws 1920; Chap. 529, laws 1939
State Funds for Maintenance: Chap. 529, laws 1939

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72-7

July 6, 1940

LEONARD & SLATE
Multnomah, Oregon

Gentlemen:

We are sending you today by express a fully executed copy of Contract No. 2328 which was awarded to you by the State Highway Commission on June 13, 1940, covering the Middleton-Newberg Roadside Improvement project on the Pacific Highway West, in Washington and Yamhill Counties.

This copy is for your files and records. We are also sending an executed copy to the surety on your bond.

Very truly yours,

STATE HIGHWAY COMMISSION
By

Secretary

MBL

July 6, 1940

GREAT AMERICAN INDEMNITY COMPANY
c/o Harvey Wells-Reed Insurance Agency
Failing Building
Portland, Oregon

Gentlemen:

We are sending you today by express a fully executed copy of Contract No. 2328 which was awarded to Leonard and Slate by the State Highway Commission on June 13, 1940, covering the Middleton-Newberg Roadside Improvement Project on the Pacific Highway West, in Washington and Yamhill Counties.

Inasmuch as you are surety for the contracting firm on this job, we are sending you this copy of the contract for your files and records.

Very truly yours,

STATE HIGHWAY COMMISSION
By

Secretary

MBL

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FEDERAL WORKS AGENCY
PUBLIC ROADS ADMINISTRATION

73-7

UNITED STATES DEPARTMENT OF AGRICULTURE
BUREAU OF PUBLIC ROADS
DISTRICT No. 1

POST OFFICE BUILDING
PORTLAND, OREGON

RECEIVED

Stencil No. 124

IN YOUR REPLY PLEASE
REFER TO FILE NO. Oregon FAP 73 (7)
Middleton-Newberg Section
Pacific Highway West

July 1, 1940

Mr. R. H. Baldock
State Highway Engineer
Salem, Oregon

Dear Sir:

We are forwarding herewith, for your files, an executed copy of the ____________________ project agreement and certificate for the above numbered project.

Very truly yours,

W. H. LYNCH
District Engineer

By LJCaufield
L. J. Caufield
Sr. Highway Engineer

Encls.

Tra

-iwa4pr-5793

Form P. R. 2

State Oregon

Federal Aid Project No. 73(7)

PROJECT AGREEMENT

MEMORANDUM OF AGREEMENT made this 7th day of June, 1940 by and between the Oregon State Highway Commission, constituting for the purpose hereof, the Highway Department of the State of Oregon hereinafter called the Highway Department, and the Federal Works Administrator, hereinafter called the Administrator, under and pursuant to the provisions of the act of Congress approved July 11, 1916 (39 Stat., 355), entitled "An Act to provide that the United States shall aid the States in the construction of rural post roads, and for other purposes," and of the act approved November 9, 1921 (42 Stat., 212), entitled "An Act to amend the Act entitled 'An Act to provide that the United States shall aid the States in the construction of rural post roads, and for other purposes,' approved July 11, 1916, as amended and supplemented, and for other purposes," and acts amendatory thereof or supplementary thereto:

Whereas the Highway Department of said State submitted on the 16th day of June, 1922, a project statement, which was approved on the 15th day of August, 1922, for the proposed construction of a project consisting of the road hereinafter described; and

Whereas the Highway Department, in accordance with the rules and regulations promulgated for the administration of the Federal Highway Act, has furnished surveys, plans, specifications, and estimates for ~~Section~~ ~~of~~ said project which were recommended for approval by the District Engineer of the Public Roads Administration on the 10th day of April 1940; and

Whereas the Administrator has certified to the Secretary of the Treasury his approval of said surveys, plans, specifications, and estimates, and the sum of Seven thousand, one hundred seventy and 00/100 dollars ($7,170.00) as the share of the United States payable under said act on account of ~~Section~~ ~~of~~ said project, which does not exceed the authorized Federal pro rata share of the approved total estimated cost thereof:

Now, therefore, in consideration of the premises and of the several promises to be faithfully performed by each, as hereinafter set forth, the Highway Department and the Administrator do hereby mutually agree as follows:

10—11379

FUNDS AT THE DISPOSAL OF THE HIGHWAY DEPARTMENT

ARTICLE I. Funds for the use of the Highway Department in the construction of said project have been made available in the following manner, to wit:

(a) By the State from Chap. 175, laws 1917; Chap. 31, laws 1920; Chap. 329, (Include date and citation of

laws 1929.

act of legislature by which authorized)

(b) From other sources

(State how placed under direct control of Highway Department)

ROAD EMBRACED IN PROJECT

ARTICLE II. This agreement covers the following highway as described in detail in said surveys, plans, and specifications:

Between survey station 478+00 in the NW 1/4, Section 31, T. 2 S., R. 1 W., W.M., and survey station 834+90, in the NW 1/4 of Sec. 20, T. 3 S., R. 2 W.,

, length 6.487 miles, in Washington County,

being ~~[illegible]~~ ~~xx~~ Oregon Federal Aid project No. 73(7), consisting of roadside improvement.

6.487 miles of ~~[illegible]~~ ~~[illegible]~~

~~[illegible]~~

CHARACTER AND METHOD OF CONSTRUCTION

ARTICLE III. The Highway Department will construct or cause to be constructed to final completion said project, in strict compliance with said plans and specifications, which are made a part hereof, under its direct supervision, which shall include adequate inspection throughout the course of construction, subject at all times to inspection and approval by the Administrator or his agents, and in accordance with the laws of said State, the rules and regulations of the Administrator, and the following conditions:

(*a*) It is agreed that the construction work on the project shall be performed by contract, unless the performance thereof by force account shall be approved by the Administrator or his authorized representatives. Such construction work as may be performed by force account shall be paid for on the basis of the units of work performed at the unit prices set forth in the estimate as approved by the Administrator, except that where the total actual cost is ascertained to be less than the estimate so approved the total Federal payments shall not exceed the Federal pro rata share of such total actual cost.

UNITED STATES PRO RATA SHARE OF THE COST OF SAID PROJECT

ARTICLE IV. The United States pro rata share of the value of the labor and materials which shall be actually put into the construction of ~~Section~~ ~~of~~ said project shall not in any event exceed the sum of Seven thousand, one hundred seventy and 00/100 dollars ($7,170.00), certified to the Secretary of the Treasury as above mentioned, which does not exceed the authorized Federal pro rata share of Eleven thousand, seven hundred forty-two and 80/100 dollars ($11,742.80), the approved total estimated cost of ~~Section~~ ~~of~~ said project.

PAYMENTS

ARTICLE V. As the construction of said project progresses, the Administrator shall from time to time draw warrants on the Secretary of the Treasury for the payment to the State Treasurer

(Official or depository)

hereby designated by the Highway Department for that purpose and authorized under the laws of said State to receive public funds of the State of Oregon
(Name)
of such sums as shall not, together with previous payments, exceed the United States pro rata share, as above specified, of the value, as determined by the Administrator after inspection and approval, of the labor and materials which have actually been put into said construction work in compliance with the requirements of Article III hereof.

The Administrator reserves the right to withhold such sum as he may deem necessary to insure completion of construction in compliance with said plans and specifications.

MAINTENANCE OF PROJECT

ARTICLE VI. The Highway Department will maintain said project in compliance with said acts of July 11, 1916, and November 9, 1921, out of funds which have been or will be made available therefor by said State in the manner herein set forth, to wit: Chap. [illegible], Laws 1939.
(Include reference to statute authorizing funds and probable amount annually available)

The Highway Department will use every means within its power to insure proper and permanent maintenance of said project, and to that end will provide for the constant making of needed repairs to preserve a smooth-surfaced highway.

Showing of authority of the Highway Department to execute agreements will be found in the agreement for project No. 112

In witness whereof the parties have hereunto affixed their signatures, the Highway Department on the day and year first above written and the Administrator on the ______ day of
JUN 18 1940, 19__

OREGON STATE HIGHWAY COMMISSION
(Official title of Highway Department)

By Henry F. Cabell
Chairman, State Highway Commission
(Title of officer)

By
Member, State Highway Commission
(Title of officer)

By ______
Member, State Highway Commission
(Title of officer)

By ______
______
(Title of officer)

By ______
______
(Title of officer)

FEDERAL WORKS ADMINISTRATOR,

By
Acting Commissioner of Public Roads.

Form PR. 3—Revised

FEDERAL WORKS AGENCY
PUBLIC ROADS ADMINISTRATION

CERTIFICATE OF APPROVAL OF PLANS, SPECIFICATIONS, AND ESTIMATES

(Under "An Act to provide that the United States shall aid the States in the construction of rural roads, and for other purposes," approved July 11, 1916, and acts amendatory thereof and supplementary thereto.)

To

THE SECRETARY OF THE TREASURY, AND

THE STATE HIGHWAY DEPARTMENT OF THE STATE OF Oregon

Pursuant to the acts above cited, I hereby certify—

FIRST. That in accordance with the provisions of said acts, I have approved the plans, specifications, and estimates submitted by the State Highway Department of the State of Oregon for the construction of a highway designated in the records of this Agency as Federal Aid Project No. 73(7) State of Oregon

SECOND. That in accordance with said provisions I have approved the sum of $ 11,742.80 as the total estimated cost of said project, and the sum of $ 7,170.00 as the share of the United States, payable under said acts on account of such project, which does not exceed the authorized Federal pro rata share of said total estimated cost.

Done at the city of Washington, this .... day of JUN 18 1940 one thousand nine hundred and ....

FEDERAL WORKS ADMINISTRATOR,

By ....
Acting Commissioner of Public Roads.

U. S. GOVERNMENT PRINTING OFFICE 16—10120

RECEIVED
JUN 20 1940
FOR FILING

73-7

June 18, 1940

Leonard & Slate
Multnomah, Oregon

Gentlemen:

We are forwarding to you today, by express, four copies of Contract No. 2328 which was awarded to you on June 13, 1940, by the State Highway Commission, covering the roadside improvement project on the Middleton-Newberg Section of the Pacific Highway West, in Washington and Yamhill Counties.

Will you kindly execute all four copies of this contract as to agreement and bond and return them to this office for approval by the Highway Commission. When this is done a fully executed copy will be returned to you for your records and files. We will also send an executed copy to the surety on your bond.

Your special attention is called to the provision under Section 5, page 14, of the General Provisions, relating to the Workmen's Compensation Act. You are expected to accept the terms of this Act and to carry on your work under this contract in strict conformance thereto.

Your attention is also called to the mimeographed page immediately preceding the colored pages, relating to the payment by the contractor of amounts due hospital associations, et cetera.

Very truly yours,

STATE HIGHWAY COMMISSION

By

Secretary

AH

FR 73-7

June 14, 1940

Leonard & Slate
Multnomah, Oregon

Gentlemen:

The State Highway Commission on June 13, 1940, awarded you the contract for 6.49 miles roadside improvement on the Middleton-Newberg Section of the Pacific Highway West, in Washington and Yamhill Counties. This award was based on your low bid of $12,420 submitted on that date.

Contract forms will be sent to you for execution within the next few days.

Very truly yours,

Secretary

AN

cc - Mr. S. H. Probert
Mr. G. S. Paxson

FEDERAL WORKS AGENCY
PUBLIC ROADS ADMINISTRATION
DISTRICT ONE

MONTANA
OREGON
WASHINGTON

POST OFFICE BUILDING
PORTLAND, OREGON

RECEIVED

June 13, 1940

FA 73-7

Mr. R. H. Baldock
State Highway Engineer
Salem, Oregon

Dear Sir:

This is to confirm our verbal concurrence in award of contract, as of this date, for Oregon Federal Aid Project FAP No. 73 (7), Middleton-Newberg Section of Pacific Highway West, to Leonard & Slate, Multnomah, Oregon, who submitted the low bid.

Very truly yours,

W H Lynch

W. H. LYNCH
District Engineer

FEDERAL WORKS AGENCY
PUBLIC ROADS ADMINISTRATION
DISTRICT ONE

MONTANA
OREGON
WASHINGTON

POST OFFICE BUILDING
PORTLAND, OREGON

May 31, 1940

Mr. R. H. Baldock
State Highway Engineer
Salem, Oregon

Dear Sir:- Re: Oregon FAP No. 73(7)
Middleton-Newberg Section of Pacific Hwy. West

We are forwarding herewith two copies of proposed project agreement for signature and return to this office.

Since this project is to be financed with 1939 Federal Aid which will lapse if the agreement is not completely executed by June 30, 1940, prompt action is requested.

Enclosed is an approved copy of the detail estimate, upon which the agreement was based, together with approved copy of specifications.

Very truly yours,

W. H. LYNCH
District Engineer

By L Caufield
L. J. Caufield
Senior Highway Engineer

Encls.

FEDERAL WORKS AGENCY
PUBLIC ROADS ADMINISTRATION
DISTRICT ONE

MONTANA
OREGON
WASHINGTON

POST OFFICE BUILDING
PORTLAND, OREGON

[illegible] STATE HIGHWAY [illegible]

May 22, 1940

Mr. R. H. Baldock
State Highway Engineer
Salem, Oregon

Dear Sir:

In examining the estimate dated May 21, 1940, for the proposed project agreement for Oregon Federal Aid Project 73 (7), Middleton-Newberg Section of the Pacific Highway West, we discovered an error of $50.00 in the extension for the item of concrete curbs. We corrected this before forwarding and made suitable consequent alterations as follows:

Subtotal	$10,675.00
10% Engr. & Cont.	1,067.50
	11,742.50
Fed. Aid Funds	7,170.00
State Funds	4,572.50
	$11,742.50

Very truly yours,

W. H. LYNCH
District Engineer

By L. Caufield
L. J. Caufield
Sr. Highway Engineer

May 21, 1940

Mr. W. H. Lynch
District Engineer
Public Roads Administration
P. O. Box 3900
Portland, Oregon

Dear Sir:

Herewith are enclosed seven copies of revised estimate as basis for project agreement for the Middleton-Newberg Section, Project No. FA 73 (7).

Five copies each of special provision page one and miscellaneous special provision page under the heading "Additional Special Provisions" are likewise enclosed.

In the first paragraph under the subhead "Preparation for Seeding," page twenty-four, please correct the word "satisfactory" to read "unsatisfactory."

Very truly yours,

R. H. BALDOCK
State Highway Engineer

By

S. H. Probert
Office Engineer

Dict. by J. W. Nash/ER

Encl.

Oregon State Highway Department Federal Aid Project No. 73 (7)

MIDDLETON-NEWBERG SECTION OF THE
PACIFIC HIGHWAY WEST IN WASHINGTON COUNTY

(Estimate as basis for project agreement. Based on estimated prices.)

Salem, Oregon, May 21, 1940

All Required	Right of Way Clean-up		$ 1,000.00
4,100 sq. yds.	Removal of Old Pavement	$ .50	2,050.00
4,300 cu. yds.	Excavation, Single Classif.	.70	3,010.00
4,000 yd. mi.	Truck Haul	.15	600.00
All Required	Irrigation System		50.00
45 cu. yds.	Mineral Aggregate in Place	4.00	180.00
5 tons	Emulsified or RC-3 Asphalt in Place	40.00	200.00
600 lin. ft.	Concrete Curbs	.75	400.00
2,000 sq. yds.	Mulching	.40	800.00
All Required	Furnishing and Planting Trees, Shrubs and Vines		1,400.00
10 acres	Preparation for Seeding	20.00	200.00
16 acres	Seeding	30.00	480.00
35 bales	Peat Moss	5.00	175.00
1 ton	Commercial Tankage	80.00	80.00
		Subtotal	$ 10,625.00
		10% Engr. & Cont.	1,062.50
		Total	$ 11,687.50

Length 6.487 miles
Cost per mile $ 1,801.68

Federal Aid Funds- $ 7,130.00
State Funds- 4,557.50
$ 11,687.50

State Funds for Construction: Chap. 175, laws 1917; Chap. 31, laws 1920;
Chap. 529, laws 1939
State Funds for Maintenance: Chap. 529, laws 1939

May 15, 1940

Mr. W. H. Lynch
District Engineer
Public Roads Administration
Post Office Box 3900
Portland, Oregon

Dear Sir:

Herewith are enclosed seven copies of estimate as basis for project agreement for the Middleton-Newberg Section, Project No. FA 73 (7).

Five bid proposals and five sets of blueprint plans are being sent under separate cover.

Conforming with the suggestion contained in your letter of May 11, 1940, we are submitting this preliminary estimate as basis for project agreement rather than delay until after award of the contract.

Very truly yours,

R. H. BALDOCK
State Highway Engineer

By

S. H. Probert
Office Engineer

Dict. by J. W. Nash/MK

Encl.

Oregon State Highway Department   Federal Aid Project No. 73 (7)

MIDDLETON-SHERWOOD SECTION OF THE
PACIFIC HIGHWAY WEST IN WASHINGTON COUNTY

(Estimate as basis for project agreement. Based on estimated prices.)

Salem, Oregon, May 15, 1940

All Required		Right of Way Clean-up		$ 1,000.00
3,500	sq. yds.	Removal of Old Pavement	$ .50	1,750.00
3,300	cu. yds.	Excavation, Single Classif.	.70	2,310.00
3,300	yd. mi.	Truck Haul	.15	495.00
45	cu. yds.	Mineral Aggregate in Place	4.00	180.00
5	tons	Emulsified or RC-3 Asphalt in Place	40.00	200.00
200	lin. ft.	Concrete Curbs	.75	150.00
2,000	sq. yds.	Mulching	.40	800.00
All Required		Furnishing and Planting Trees, Shrubs and Vines		1,400.00
10	acres	Preparation for Seeding	20.00	200.00
16	acres	Seeding	30.00	480.00
35	bales	Peat Moss	5.00	175.00
1	ton	Commercial Tankage	80.00	80.00
			Subtotal	$ 9,220.00
			10% Engr. & Cont.	922.00
			Total	$ 10,142.00

Length	6.487 miles
Cost per mile	$ 1,563.43

Federal Aid Funds- -	$ 6,190.00
State Funds- -	3,952.00
	$ 10,142.00

State Funds for Construction: Chap. 175, laws 1917; Chap. 31, laws 1920; Chap. 529, laws 1939
State Funds for Maintenance: Chap. 529, laws 1939

Oregon State Highway Department Federal Aid Project No. 73 (7)

MIDDLETON-NEWBERG SECTION OF THE
PACIFIC HIGHWAY WEST IN WASHINGTON COUNTY

(Estimate as basis for project agreement. Based on estimated prices.)

Salem, Oregon, May 15, 1940

All Required	Right of Way Clean-up		$ 1,000.00
3,500 sq. yds.	Removal of Old Pavement	$ .50	1,750.00
3,300 cu. yds.	Excavation, Single Classif.	.70	2,310.00
3,300 yd. mi.	Truck Haul	.15	495.00
45 cu. yds.	Mineral Aggregate in Place	4.00	180.00
5 tons	Emulsified or MC-3 Asphalt in Place	40.00	200.00
200 lin. ft.	Concrete Curbs	.75	150.00
2,000 sq. yds.	Mulching	.40	800.00
All Required	Furnishing and Planting Trees, Shrubs and Vines		1,400.00
10 acres	Preparation for Seeding	20.00	200.00
16 acres	Seeding	30.00	480.00
35 bales	Peat Moss	5.00	175.00
1 ton	Commercial Tankage	80.00	80.00
		Subtotal	$ 9,220.00
		10% Engr. & Cont.	922.00
		Total	$ 10,142.00

Length 6.487 miles
Cost per mile $ 1,563.43

Federal Aid Funds- -	$ 6,190.00
State Funds- -	3,952.00
	$ 10,142.00

State Funds for Construction: Chap. 175, laws 1917; Chap. 31, laws 1920;
Chap. 579, laws 1939
State Funds for Maintenance: Chap. 529, laws 1939

FEDERAL WORKS AGENCY
PUBLIC ROADS ADMINISTRATION
DISTRICT ONE

MONTANA
OREGON
WASHINGTON

POST OFFICE BUILDING
PORTLAND, OREGON

April 16, 1940

Mr. R. H. Baldock
State Highway Engineer
Salem, Oregon

Dear Sir:

P.S.& E. documents for Oregon Federal Aid Project No. 73 (7), the Middleton-Newberg Unit of the Multnomah County Line-Newberg Section of the West Side Pacific Highway, have today been recommended for approval, subject to final review and approval by the Commissioner of Public Roads. This is your authority to advertise for bids.

Prompt submission of the bid tabulation and agreement estimate will be appreciated.

Very truly yours,

W. H. LYNCH
District Engineer

By
F. E. Andrews
Sr. Highway Engineer

April 12, 1940

Mr. W. H. Lynch
District Engineer
Public Roads Administration
Post Office Box 3900
Portland, Oregon

Dear Sir:

Herewith are enclosed seven copies of estimate and three copies of right of way statement for the Middleton-Newberg Section, Project No. FA 73 (7).

Five bid proposals and five sets of blueprint plans are being sent under separate cover.

Very truly yours,

R. H. BALDOCK
State Highway Engineer

By

S. H. Probert
Office Engineer

Dict. by J. W. Nash/MK

Encl.

Oregon State Highway Department Federal Aid Project No. 73 (7)

MIDDLETON-NEWBERG SECTION OF THE PACIFIC HIGHWAY WEST IN WASHINGTON COUNTY

(Estimate to accompany plans and specifications. Not as basis for project agreement.)

Salem, Oregon, April 12, 1940

All required		Right of Way Clean-up		$ 300.00
4,100	sq. yds.	Removal of Old Pavement	$ .35	1,435.00
4,300	cu. yds.	Excavation, Single Classif.	.70	3,010.00
4,000	yd. mi.	Truck Haul	.15	600.00
All Required		Irrigation System		50.00
45	cu. yds.	Mineral Aggregate in Place	3.00	135.00
5	tons	Emulsified or RC-3 Asphalt in Place	40.00	200.00
600	lin. ft.	Concrete Curbs	.70	420.00
2,000	sq. yds.	Mulching	.40	800.00
All Required		Furnishing and Planting Trees, Shrubs and Vines		1,400.00
10	acres	Preparation for Seeding	15.00	150.00
16	acres	Seeding	30.00	480.00
35	bales	Peat Moss	5.00	175.00
1	ton	Commercial Tankage	80.00	80.00
			Subtotal	$ 9,235.00
			10% Engr. & Cont.	923.50
			Total	$ 10,158.50

Length	6.487 miles
Cost per mile	$ 1,565.97

Federal Aid Funds- -	$ 6,200.00
State Funds- -	3,958.50
	$ 10,158.50

MIDDLETON-NEWBERG SECTION

PROJECT NO. FA 73 (7)

All necessary right of way has been acquired on this project.

R. H. BALDOCK
State Highway Engineer

By

S. H. Probert
Office Engineer

April 12, 1940

ESTIMATE

NEWBERG - MIDDLETON SECTION
Roadside Improvement

Right of Way Cleanup	Lump Sum		$ 300.00
Removal of Old Pavement	4,100 Sq. Yd.	@ $.35	1,435.00
Excavation, Single Class	4,300 Cu. Yd.	@ $.70	3,010.00
Truck Haul	4,000 Yd. Mi.	@ $.15	600.00
Pipe Line Irrigating System	Lump Sum		50.00
Mineral Aggregate in Place	45 Cu. Yd.	@ $2.40	108.00
Emulsified or RC3 Asphalt in place	5 Ton	@ 40.00	200.00
Concrete Curb	600 Lin.Ft.	@ $ .60	360.00
Mulching	2,000 Sq. Yd.	@ .40	800.00
Furnishing Trees, Shrubs & Vines	Lump Sum		1,400.00
Preparation for Seeding	10 Acres	@ $15.00	150.00
Seeding	16 "	@ 30.00	480.00
Peat Moss	35 Bales	@ 5.00	175.00
Commercial Tankage	1 Ton	@ 80.00	80.00
			$9,148.00
	Engineering & Contingencies		852.00
		Total	$10,000.00

CONTRACT# [redacted] 2329

103-1022 Rock Cr.-Molalla Sec., Woodburn-Sandy Secon. Hwy. 1940

2329

R. H. Baldock

FINAL COST ANALYSIS

Rock Creek-Molalla
Contract No. 2329

Woodburn-Sandy Secondary Highway
Prefix 103-1022

Surfacing & Oiling
Babler Bros., Contractors
H. S. Swart, Resident Engineer

Item	Cost	Quantity	Unit	Unit Cost	Unit Bid	Gross Revenue
Excavation, Single Class	$443.46	952	Cu. Yd.	$0.47	$1.00	$952.00
6"-0" Quarry Run Rock in Base	28,388.71	33,248	" "	0.85	0.98	32,759.44
1"-0" Cr. Rock in Base	14,437.31	7,164	" "	2.01	1.90	13,611.60
Sprinkling	603.24	545	M-Gal.	1.11	2.00	1,090.00
Preparation of Base	143.46	4.9	Mile	29.27	100.00	490.00
Min. Agg. in Place	9,439.35	4,840	Cu. Yd.	1.95	2.50	12,100.00
RC-3 Road Oil in Seal Coat	931.26	58.657	Tons	15.88	20.00	1,173.14
Lt. Tar in Prime Coat	2,052.87	127.88	"	16.05	17.00	2,173.96
Heavy Tar in Place	5,882.68	355.05	"	16.57	17.00	6,035.85
Screen Rejects	129.38	517.5	Cu. Yd.	0.25	0.25	129.38
Haul Screen Rejects	214.96	2,687	Yd. Mi.	0.08	0.08	214.96
	$62,666.68					$70,730.33

Gross Revenue	$70,730.33
Total Cost	62,666.68
Net Profit	$8,063.65

Net Profit Equals 11.4% of Gross Revenue

NOTED
State Highway Engineer

Rock Creek-Molalla

Detail of Cost

Labor:				
Supervision			$1,002.00	
Labor			8,364.29	
State Industrial Accident Insurance			576.31	
Social Security & Unemployment Insurance			354.65	
				$10,799.25
Materials:				
RC-3 Road Oil	30.200	Tons at $ 9.50	$286.90	
	28.457	" " 10.50	298.80	
Freight on RC-3			118.88	
Light Gasco Tar	127.88	Tons " 12.20	1,560.14	
Heavy " "	355.05	" " 12.70	4,509.14	
1½"-3/4" Cr. Gravel	32	cu. yd. at 1.00 in S.P. at Molalla	32.00	
½"-¼" " "	449	cu. yd. at 1.50 in S.P. at Molalla	673.50	
Royalty on Quarry (Drilled & Shot)	44,771	cu. yd. at 0.30	13,431.30	
				20,910.66
Equipment Rental & Misc. Supplies:				
Equipment Rental			$4,089.00	
Hired Trucks (Not including drivers)			11,739.12	
Gas, Oil and Grease			1,086.72	
Hired Rock Crusher			10,346.40	
Misc. Supplies & Small Tools			789.18	
Bond			490.23	
Home Office & General Overhead 3% of Revenue			2,121.91	
Public Liability Insurance			88.66	
Purchase of Water			75.45	
Move In Freight & Cartage			632.10	
				30,945.67
				$62,666.68

Rock Creek-Molalla

REMARKS:

This contract, which required the resurfacing and the oiling of a 4.9-mile section of the Woodburn-Sandy Secondary Highway, was bid on June 14th, 1940. The contractor started work on July 15th and completed on September 1st.

The contractor purchased the 6"-0" quarry run rock from the Itschner quarry, which is situated east of Molalla, and the haul averaged 5 miles. The owner of the quarry did the drilling and shooting as part of the royalty cost of $0.30 per yard. A crusher was erected in the quarry, and the 1"-0" rock was crushed simultaneously with the placing of the 6"-0" base. A 3/4-yard shovel was used for loading the rock in the quarry and averaged 103 cu. yd. per hour. An RD-8 cat and dozer spread the quarry run rock on the road, and from 4 to 6 men broke oversize rock with hammers.

The mineral aggregate for the oiling was produced at the same quarry used for the base rock. However, the crusher was unable to produce the aggregate as fast as it was required so the contractor purchased an additional 481 cu. yds. from Clackamas County. The oil was heated in Molalla and hauled an average of 2.5 miles. The entire job was completed in two months' time which reduced overhead costs.

The contractor made a good profit on the contract due to the excellent quarry, high production on both surfacing and oiling and to good organization and supervision.

E. H. Clymer
Cost Analyst

By . . V. R. Jones

RECEIVED
JAN 9 1941
[illegible]

13-1032

January 9, 1941

GENERAL CASUALTY COMPANY OF AMERICA
Dooley & Company, Local Agents
Board of Trade Building
Portland, Oregon

Gentlemen:

You are hereby notified that State Highway Contract No. 2329 for furnishing 4.9 miles of bituminous macadam surfacing on the Rock Creek-Molalla Section of the Woodburn-Sandy Secondary Highway in Clackamas County, has been completed by the contractor, Babler Bros., and that final settlement will be made by the state with said contractor, for work done under said contract, on or after January 20, 1941.

The state is not advised of any unpaid claims for labor or materials, or of the existence of any claims, debts, dues, or demands incurred in the performance of such work and remaining unsatisfied, and you are advised that the state assumes no responsibility for any such claims should there be any.

This notice is served upon you since you appear as surety on the bond furnished by the above contractor. Kindly acknowledge receipt of this letter.

For your information we wish to advise that the total amount paid the contractor in connection with this contract will be $70,730.33, including final payment, and that no force account work was performed therein. This contract was completed September 1, 1940, and accepted by the Commission October 11, 1940.

Very truly yours,

STATE HIGHWAY COMMISSION

By
Secretary

DOD:mbl

NOTED
D. G. DeSart

RECEIVED
NOV 27 1940
FOR FILING

November 25, 1940

BABLER BROS.
1636 S. E. 6th Avenue
Portland, Oregon

Gentlemen:

At the meeting of the State Highway Commission on October 11, 1940, the following action was taken on your request for extension of time:

> "Babler Bros., Contract No. 2329, for bituminous macadam surfacing on the Rock Creek-Molalla Section of the Woodburn-Sandy Secondary Highway, in Clackamas County, requested an extension of time of one day, from August 31 to September 1, 1940, within which to complete this project. They attributed their failure to complete the project within the specified time limit to the fact that the original quarry which they planned to use proved to be unsatisfactory and that the quantities of material actually furnished were in excess of the amounts mentioned in the contract. The Engineer advised that the work that necessitated this one-day extension of time consisted of sanding work and cleanup, which has not inconvenienced the traveling public nor increased the state's expense for engineering supervision. He recommended the granting of the extension of time requested without penalty. The Commission approved the recommendation."

Very truly yours,

STATE HIGHWAY COMMISSION

By

Secretary

MBL

cc - E. A. Collier

Form E-1—5M—5-40

OREGON STATE HIGHWAY COMMISSION
FIELD ENGINEER'S WEEKLY REPORT
FOR CONSTRUCTION PROJECTS ONLY

FINAL

For Week Ending November 2, 1940

Section	Rock Creek - Molalla	Kind of work	Bit. Macadam Surfacing
Highway	Woodburn - Sandy Secondary	Section prefix	103-1022
Contractor	Babler Bros.	Contract number	2329
Date of contract	June 14, 1940	Date of completion	August 31, 1940
Date work started	July 15, 1940	Estimated date of completion	, 19
Amount of contract	$ 65,365.00	Per cent of time elapsed	100 %

Estimated cost of completed project, exclusive of engineering $ 69,898.19

NOTED
State Highway Engineer

Per cent of contract completed, based on total contract price 100 %

Engineering cost to date, $ 1,708.82, 2.44 %

Date project was completed September 1, 1940

General information covering progress of work by party and by contractor, important development, instructions to contractors, instructions from Division Engineers, exchanges in personnel of party, etc.:

The Semi Final Estimate was submitted to the Division Office on Friday, Nov. 1st.

NOTED
RAY WEBBER

Signed

Address Salem, Oregon

Mail original copy to Salem and duplicate copy to Division Engineer on Saturday of each week, retain triplicate copy for your own file

	GRADING	SURFACING	MAINTENANCE MATERIALS	OIL AND BITUMINOUS MACADAM	PAVING
Miles in project					
Miles partially completed					
Miles completed					
Total estimated quantities					
Estimated quantities moved or placed to date					
Average daily quantities					
Average daily quantities necessary to complete project on time					
Number shifts per day					
Hours per shift					
Average force on project for week					

RECEIVED
NOV 4 - 1940
OFFICE OF
DIVISION ENGINEER
DIVISION NO. [illegible]

Percentages of men employed on contract to be secured from:

.... County, ...%; .... County, ...%; .... County, ...%; .... County, ...%

	NUMBER USED AND SECURED FROM					CONTRACTOR'S KEY MEN, ETC.	TOTAL
	COUNTY	COUNTY	COUNTY	COUNTY	OTHER SOURCES		
Men							
Men and teams							
Men and trucks under 3 tons							
Men and trucks over 3 tons							
Men and tractors							

Equipment used during week: Shovels ...., Power graders ...., Rollers ...., Mixers ...., Crushing or screening plants ....,

Compressors ...., Bulldozers ...., Sheet-foot rollers ...., ..., ..., ...

	WEATHER	HRS. DELAY	CAUSE OF DELAY
Sunday			
Monday			
Tuesday			
Wednesday			
Thursday			
Friday			
Saturday			

STATE PRINTING DEPT.

RECEIVED
JUL 26 1940
FOR

105-1022

July 26, 1940

Mr. H. C. Wolfe
Jennings Lodge, Oregon

Dear Sir:

We refer to your letter of July 19, requesting information in regard to the quantity of rock taken from your property by the contractor on the Rock Creek-Molalla Project.

Estimates for this project are made up on the 15th day of each month and we are asking the engineer in charge to notify you each month of the quantities taken from your property. You should receive your first notification shortly after August 15th. It is not our practice to give notifications of this kind more often than once each month.

The price for unexcavated rock of good quality for road surfacing purposes ranges from one cent to a maximum of three cents.

Very truly yours,

R. H. BALDOCK
State Highway Engineer

By

S. H. Probert
Office Engineer

Letter from Wolfe
sent to H. S. Swart.

SHP:ER

cc to F. D. Eason
H. S. Swart

RECEIVED
JUL 2 1940
FOR FILING

103-1022

July 1, 1940

Babler Bros.
1636 S. E. Sixth Ave.
Portland, Oregon

Gentlemen:

We are sending to you today, by express, a fully executed copy of Contract No. 2329 which was awarded to you on June 14, 1940, for surfacing the Rock Creek-Molalla Section of the Woodburn-Sandy Secondary Highway, in Clackamas County. This is for your records and files.

Very truly yours,

STATE HIGHWAY COMMISSION

By

DD:AM

Secretary

July 1, 1940

General Casualty Company of America
Dooly & Company, Agents
Board of Trade Bldg.
Portland, Oregon

Gentlemen:

We are sending to you today, by express, a fully executed copy of Contract No. 2329 which was awarded to Pahler Bros. on June 14, 1940, for surfacing the Rock Creek-Molalla Section of the Woodburn-Sandy Secondary Highway, in Clackamas County.

This is being forwarded to you inasmuch as you appear surety on the bond furnished by the contractor and is for your records and files.

Very truly yours,

STATE HIGHWAY COMMISSION

By

DD:AM Secretary

RECEIVED
JUN 20 1940
FOR FILING

103-1022

June 18, 1940

BABLER BROS.
1636 S. E. Sixth Avenue
Portland, Oregon

Gentlemen:

We are sending you today by express four copies of Contract No. 2329 which was awarded to you by the State Highway Commission on June 14, 1940, covering the bituminous macadam surfacing of the Rock Creek-Molalla Section of the Woodburn-Sandy Highway, in Clackamas County.

Kindly execute all four copies of this contract as to agreement and bond and return them to this office for approval by the State Highway Commission. When this has been done a fully executed copy will be returned to you for your records and files. We will also send an executed copy to the surety on your bond.

Your special attention is called to the paragraph under Section 5 (page 14) of the printed General Provisions, relating to the Workmen's Compensation Act. You will be expected to accept the terms of this Act and to carry on your work under this contract in strict conformance thereto.

Your attention is also called to the mimeographed page immediately preceding page 121, relating to payment by the contractor of amounts due hospital associations, et cetera.

Very truly yours,

STATE HIGHWAY COMMISSION
By

Secretary

MBL

163-1022

June 15, 1940

Babler Brothers
1636 S. E. 6th Avenue
Portland, Oregon

Gentlemen:

The State Highway Commission on June 14, 1940, awarded you the contract for 4.9 miles bituminous macadam surfacing on the Rock Creek-Molalla Section of the Woodburn-Sandy Secondary Highway, in Clackamas County. This award was based on your low bid of $65,365.00, using tar, submitted on that date.

Contract forms will be sent to you for execution within the next few days.

Very truly yours,

[illegible]

Secretary

cc - Mr. S. H. Probert
Mr. G. S. Paxson

CONTRACT#2330

4-1042 Elsie-Sunset Tunnel Sectinn
Wolf Creek Highway 1940

2330

RECEIVED
FEB 14 1941
FOR FILING

4-1042

February 13, 1941

Union Oil Company of California
Yeon Building
Portland, Oregon

Gentlemen: Attention D. E. Nuholt

This will acknowledge receipt of your letter of February 10 and advise that the A. Milne Construction Company contract No. 2330, for oiling the Elsie-Sunset Tunnel Section of the Wolf Creek Highway, was completed August 31, 1940, and accepted by the Highway Commission on October 11, 1940.

Very truly yours,

OREGON STATE HIGHWAY COMMISSION

By

Secretary

DGD:RS

NOTED
D. G. DeSart

RECEIVED
DEC 3 1940
FOR FILING

4-1-

REFERRED TO
R.H.B.
Asst. State Highway Engineer

R.H. Baldock

November 14th, 1940

FINAL COST ANALYSIS
Surface and Oil

Elsie-Sunset Tunnel
Contract No. 2[illegible]0

Wolf Creek Highway
Prefix 4-1042

A. Milne, Contractor
J. C. Chapman, Resident Engineer

NOTED
State Highway Engineer

Item	Cost	Quantity		Unit Cost	Unit Bid	Gross Revenue
Placing Cr. Rock in Base	$2,820.24	13,698	cu. yd.	0.21	0.25	$3,424.50
Hauling Rock Base	6,669.07	118,926	yd. mi.	0.06	0.07	8,324.82
Sprinkling	150.50	176	M-Gal.	0.86	2.00	352.00
Preparation of Base	192.52	3.15	Mile	61.15	50.00	157.50
Placing Mineral Aggregate	2,362.70	6,843.5	cu. yd.	0.34	0.50	3,421.75
Hauling " "	2,277.81	18,981.75	yd. mi.	0.12	0.10	1,898.18
Tar in Place	1,792.54	99.53	Tons	18.01	20.00	1,990.60
SC-6 Road Oil in Place	12,173.18	534.85	"	22.76	21.00	11,231.85
Force Account	38.24					38.24
	$28,476.80					$30,839.44
Placing Oil on Black Bridge Approaches:						
SC-6 Road Oil	$198.24	8.71	Tons	22.76	25.00	$217.75
Gasco Tar in Place	86.27	4.79	"	18.01	18.00	229.44
	$28,761.31					$31,286.63

Gross Revenue	$31,286.63
Total Cost	28,761.31
Net Profit	$2,525.33

Net Profit Equals 8.1% of Gross Revenue

Elsie-Sunset Tunnel

Detail of Cost

Labor:			
Supervision		$818.00	
Labor		6,747.53	
State Industrial Accident Insurance		370.05	
Social Security & Unemployment 4%		308.03	
			$8,243.61
Materials:			
#2 Gasco Tar	104.32 Tons at $14.00	$1,461.40	
SC-6 Road Oil		3,533.19	
Frt. on SC-6 to Timber at $10.40		5,653.02	
Demurrage on Road Oil		11.00	
			10,658.61
Equipment Rental and Misc. Supplies:			
Equipment Rental		$4,631.00	
Gas, Oil and Grease		2,670.98	
Move In, Cartage		494.53	
Misc. Supplies		498.39	
Bond		272.531	
Office		136.63	
Main Office & General Overhead 3½%		1,079.38	
Public Liability Insurance		75.65	
			9,859.09
	Total Cost		$28,761.31

Elsie-Sunset Tunnel

REMARKS:

This contract, which required the surfacing of 1.1 miles and the placing of a 20.77-mile section 0-30 oil mat, was bid on June 14th, 1940. The contractor started work on July 18th and completed on August 31st.

The contractor started the placing of rock surfacing on July 22nd and completed on August 10th. The material was loaded from the State Highway stockpile with a ½-yard shovel, and from 6 to 10 6-yard trucks were used for hauling. The rock was placed by the use of spreader boxes, and an average of 57 cu. yds. was placed per hour. The loading cost \$0.075 per yard, and the street work and proratable costs were \$0.135 per yard.

The Gasco tar was hauled from Portland in transport trucks, which were unloaded directly into the distributor. The SC-6 was shipped to Timber, heated and hauled an average of 7½ miles.

The contractor made a fair profit on the job due to good supervision, favorable weather and good organization.

E. H. Clymer
Cost Analyst

By . . V. R. Jones

RECEIVED
OCT 15 1940
FOR FILING

4-1042

October 14, 1940

United States Fidelity & Guaranty Co.
Raymond C. Weiss, Agent
Bedell Building
Portland, Oregon

Gentlemen:

You are hereby notified that state highway contract No. 2330 for surfacing and oiling the Elsie-Sunset Tunnel Section of the Wolf Creek Highway, in Clatsop and Washington Counties, has been completed by the contractor, A. Milne, and that final settlement will be made by the state with said contractor for work done under said contract on or after October 24, 1940.

The state is not advised of any unpaid claims for labor or materials or of the existence of any claims, debts, dues or demands incurred in the performance of such work and remaining unsatisfied, and you are advised that the state assumes no responsibility for any such claims should there be any.

This notice is served upon you as you appear surety on the bond furnished by the above-mentioned contractor. Kindly acknowledge receipt of this letter.

For your information we wish to advise that the total amount paid the contractor in connection with this contract will be $30,839.44, including final payment, and that no force account work was performed therein.

Very truly yours,

STATE HIGHWAY COMMISSION

By

DD:AM

Secretary

NOTED
D. G. DeSart

RECEIVED
SEP 18 1940
FOR FILING

4-1342

September 17, 1940

United States Fidelity & Guaranty Co.
Raymond C. Weiss
Bedell Building
Portland, Oregon

Gentlemen:

You are advised that it is the intention of the State Highway Commission to make semi-final payment to A. Milne, on contract No. 2330, for surfacing and oiling on the Elsie-Sunset Tunnel Section of the Wolf Creek Highway, in Clatsop and Washington Counties. This payment will be made on or after September 27, 1940.

Kindly acknowledge receipt of this letter.

Very truly yours,

OREGON STATE HIGHWAY COMMISSION

By

Secretary

RS

NOTED
D. G. DeSart

Form E-1—5M—3-30

OREGON STATE HIGHWAY COMMISSION

FIELD ENGINEER'S WEEKLY REPORT

FOR CONSTRUCTION PROJECTS ONLY

For Week Ending Sept. 7, 1940, 193

Section Elsie-Sunset Tunnel

Highway Wolf Creek

Contractor A. Milne

Date of contract July 16, 1940, 193

Date work started July 18, 1940, 193

Amount of contract $ 27,252.50

Kind of work Surfacing & Oiling

Section prefix 4-1042

Contract number 2330

Date of completion August 31, 1940, 193

Estimated date of completion , 193

Per cent of time elapsed 100 %

Estimated cost of completed project, exclusive of engineering $ 30,815

Per cent of contract completed, based on total contract price 100 %

Engineering cost to date, $ 1275, 4.7 %

Date project was completed Aug. 31, 1940, 193

General information covering progress of work by party and by contractor, important development, instructions to contractors, instructions from Division Engineers, exchanges in personnel of party, etc.:

Juve and Regnell worked Tuesday to Saturday on final estimate.

NOTED
RAY WEBB

Signed J. C. Chapman J. C. Chapman

Address Jewell, Oregon

Mail original copy to Salem and duplicate copy to Division Engineer on Saturday of each week, retain triplicate copy for your own file

	GRADING	SURFACING	MAINTENANCE MATERIALS	OIL AND BITUMINOUS MACADAM	PAVING
Miles in project		1.10		20.37	
Miles partially completed					
Miles completed		1.10		20.37	
Total estimated quantities		13,700		6843	
Estimated quantities moved or placed to date		13,700		6843	
Average daily quantities					
Average daily quantities necessary to complete project on time					
Number shifts per day					
Hours per shift					
Average force on project for week					

Percentages of men employed on contract to be secured from:

.... County, ...%; .... County, ...%; .... County, ...%; .... County, ...%

	NUMBER USED AND SECURED FROM					CONTRACTOR'S KEY MEN, ETC.	TOTAL
	COUNTY	COUNTY	COUNTY	COUNTY	OTHER SOURCES		
Men							
Men and teams							
Men and trucks under 3 tons							
Men and trucks over 3 tons							
Men and tractors							

Equipment used during week: Shovels ...., Power graders ...., Rollers ...., Mixers ...., Crushing or screening plants ....,

Compressors ...., Bulldozers ...., Sheet-foot rollers ...., ..., ..., ...

	WEATHER	HRS. DELAY	CAUSE OF DELAY
Sunday	Fair		
Monday	Rain		
Tuesday	Showers		
Wednesday	"		
Thursday	Cloudy		
Friday	Fair		
Saturday	"		

RECEIVED
SEP 9 - 1940
OFFICE OF
DIVISION ENGINEER
DIVISION NO. 2

STATE PRINTING DEPT

RECEIVED
JUL 2 1940
FOR FILING

4-1212

July 1, 1940

Mr. A. Milne
7253 N. E. Broadway
Portland, Oregon

Dear Sir:

We are sending you today by express a fully executed copy of each of the following contracts which were awarded to you by the State Highway Commission on June 13 and 14, respectively:

Fir Grove-Albany Section of the Independence-Albany County Road - surfacing and oiling.

Elsie-Sunset Tunnel Section of the Wolf Creek Highway - surfacing and oiling. ✓

These copies are for your records and files. We are also sending a copy to the surety on your bond.

Very truly yours,

STATE HIGHWAY COMMISSION
By

Secretary

DGD:MBL

RECEIVED
JUN 20 1940
FOR FILING

4-1-42

June 18, 1940

Mr. A. Milne
7253 N. E. Broadway
Portland, Oregon

Dear Sir:

We are sending you today by express four copies of Contract No. 2330 which was awarded to you by the State Highway Commission on June 14, 1940, covering the surfacing and oiling of the Elsie-Sunset Tunnel Section of the Wolf Creek Highway, in Clatsop, Columbia, Tillamook and Washington Counties.

Kindly execute all four copies of this contract as to agreement and bond and return them to this office for approval by the State Highway Commission. When this has been done a fully executed copy will be returned to you for your records and files. We will also send an executed copy to the surety on your bond.

Your special attention is called to the paragraph under Section 5 (page 14) of the printed General Provisions, relating to the Workmen's Compensation Act. You will be expected to accept the terms of this Act and to carry on your work under this contract in strict conformance thereto.

Your attention is also called to the mimeographed page immediately preceding the colored pages, relating to payment by the contractor of amounts due hospital associations, et cetera.

Very truly yours,

STATE HIGHWAY COMMISSION
By

Secretary

MBL

4-1[illegible]2

June 15, 1940

Mr. A. Milne
7253 N. E. Broadway
Portland, Oregon

Dear Sir:

The State Highway Commission on June 14, 1940, awarded you the contract for 1.10 miles surfacing and 20.37 miles oiling on the Elsie-Sunset Tunnel Section of the Wolf Creek Highway, in Clatsop and Washington Counties. This award was based on your low bid of $27,252.50 submitted on that date.

Contract forms will be sent to you for execution within the next few days.

Very truly yours,

AH

Secretary

cc - Mr. S. H. Probert
Mr. G. S. Paxson

RECEIVED
APR 1 1942
FOR FILING

173-1-[illegible]

March 31, 1942

Continental Casualty Company
Tate, Westenfelder & Berg, Inc.
Wilcox Building
Portland, Oregon

Gentlemen:

You are hereby notified that a post-final payment will be made to the City Motor Trucking Company, on Contract No. 2331, for grading and paving the Rainier Section of the Columbia River Highway, in Columbia County. This payment will be made on or after April 9, 1942.

We wish to advise that the total amount paid the contractor in connection with this contract will be $26,020.88, including post-final payment, of which $387.43 is for force account work.

Very truly yours,

OREGON STATE HIGHWAY COMMISSION

By

Secretary

DGD:HS

NOTED
D. [illegible]

RECEIVED
JUL 15 1942
FOR FILING

173-P-2

SALEM
March 25, 1942

Penalties imposed on contracts
No. 2472 and No. 2331

42

Mr. S. H. Probert

The State Highway Commission, at its meeting on March 19, voted unanimously to relieve contractor Porter W. Yett from payment of the penalty that was imposed on him for failure to complete contract No. 2472, Vollmer Creek and Necanicum Junction Sections of the Wolf Creek Highway, within the specified time limit.

The Commission also voted unanimously to charge the City Motor Trucking Company (Porter W. Yett) only 50 per cent of the penalty imposed for failure to complete contract No. 2331, Rainier Section of the Columbia River Highway, within the specified time limit.

HBG:AM   Secretary

R. H. Baldock

February 27, 1941

Rainier Section
Contract No. 2331

FINAL COST ANALYSIS
Grading and Paving
City Motor Trucking Co.
L. D. Mars, Resident Engineer

Lower Columbia River Highway
Prefix No. 5-1105

173-B-2

NOTED
State Highway Engineer

Item	Cost	Quantity	Unit	Unit Cost	Unit Bid	Gross Revenue
Clearing and Grubbing	186.26					500.00
Trench Excavation	105.34	83.1	Cu. Yd.	1.27	1.50	124.65
Excavation, Single Class	1,006.25	1,860.1	" "	0.54	0.30	558.03
Truck Haul	90.89	568.1	Yd. Mi.	0.16	0.10	56.81
Finishing Roadbed & Slopes	165.69	.45	Mile	368.20	500.00	225.00
Rounding Cutbanks	80.00	1,000	Lin.Ft.	0.08	0.10	100.00
Removal of Old Pavement	86.45	253.59	Sq. Yd.	0.34	0.40	101.44
Removal of Sidewalks	137.91	1,332.39	" "	0.104	0.10	133.24
Removal of Curbs & Gutters	198.93	2,368.18	Lin.Ft.	0.084	0.10	236.82
Removal of Catch Basins	18.65	8	Each	2.33	3.00	24.00
6" Sewer Pipe	30.51	60	Lin.Ft.	0.51	0.75	45.00
8" " "	211.38	315	" "	0.67	0.90	283.50
Pavement Cutting	38.78	101	" "	0.38	0.50	50.50
Concrete Catch Basins	196.60	11	Each	17.87	25.00	275.00
Concrete Curbs	582.04	27.61	Cu. Yd.	21.08	20.00	552.20
Concrete Sidewalks	1,891.90	1,295.82	Sq. Yd.	1.46	1.75	2,267.69
Concrete Driveway Aprons	291.58	145.31	" "	2.01	1,75	254.29
3"-0" Material in Base	1,359.78	798	Cu. Yd.	1.70	1.60	1,276.80
3/4"-0" Mat'l. in Shldrs. & Surf.	266.05	120	" "	2.22	2.25	270.00
½"-0" Mat'l. in Base & Cushion	809.24	365	" "	2.22	2.25	821.25
Portland Cem. Conc. Pavement	7,523.67	3,448.73	Sq. Yd.	2.18	2.00	6,897.46
3/4" Expansion Joints	56.14	464	Lin.Ft.	0.121	0.20	92.80
1/2" " "	33.98	354	" "	0.096	0.15	53.10
Contraction Joints	47.25	1,890	" "	0.025	0.03	56.70
Dowels	68.63	371	Each	0.185	0.20	74.20

Rainier Section
Contract No. 2331

Final Cost Analysis
Grading and Paving
City Motor Trucking Co.
L. D. Mars, Resident Engineer

Lower Columbia River Highway
Prefix No. 5-1105

Item	Cost	Quantity	Unit	Unit Cost	Unit Bid	Gross Revenue
Asphaltic Concrete	5,287.73	1,061.25	Tons	4.98	6.50	6,898.13
Cutback Asphalt Wearing Surf.	2,552.31	512.25	"	4.98	7.00	3,585.75
P.A.#2 Manhole Collar in Place	60.00	5	Each		12.00	60.00
P.A.#3 Cement Adjustment		-32.96	Bbl.		2.43	-80.09
Force Account	387.43					387.43
Deduction for Excess Engineering due to over-run of time limit.						-321.64
	$ 23,771.37					$ 25,860.06

Gross Revenue	$25,860.06
Total Cost	23,771.37
Net Profit	$ 2,088.69

Net Profit Equals 8.1% of Gross Revenue

RAINIER SECTION

Detail of Cost

LABOR:

Supervision	$ 470.30	
Labor	4,541.32	
S. I. A. C.	250.58	
S. S. & Unemployment Insurance	200.46	$5,462.66

MATERIALS:

6" Sewer Pipe	60	Lin.Ft.	@	$ 0.18		10.80	
8" " "	315	" "	@	0.27		85.05	
Inlet Frames & Grates	10	Each	@	10.00		100.00	
Portland Cement	1,314.5	Bbl.	@	2.43		3,194.24	
Concrete Aggregate	1,088	Cu. Yd.	@	2.23	(Batched and Delivered to Mixer)	2,429.60	
3"-0" Crushed Rock	798	Cu. Yd.	@	1.25		997.50	
3/4"-0" " "	120	" "	@	1.65		198.00	
1/2"-0" " "	365	" "	@	1.65		602.25	
3/4"x7" Expansion Joints	464	Lin.Ft.	@	.096		44.54	
1/2" x7" " "	354	" "	@	.071		25.13	
1/4"x2" Contraction Joints	1,890	" "	@	.0148		27.97	
Dowels	371	Only	@	0.1325		49.18	
Sleeves	371	"	@	0.035		12.98	
Asphaltic Concrete	1,573.5	Tons	@	2.72	(At Scappoose)	4,279.92	
Manhole Covers & Rims	1	Only	@	7.60		7.60	12,064.76

EQUIPMENT RENTAL & MISC. SUPPLIES:

Equipment Rental		1,655.88	
Hired Trucks		1,963.88	
Gas, Oil and Grease		314.73	
Cotton Mat Rental		85.00	
Water Pipe		62.00	
Form Lumber		404.87	
Misc. Supplies & Small Tools		330.91	
Move In		239.58	
Bond		258.60	
Field Office Expense		102.58	
Home Office & Gen. Overhead	3% of Gross Revenue	775.80	
Public Liability Ins.		50.12	6,243.95

Total Cost	$ 23,771.37

RAINIER SECTION

REMARKS:

This contract, which required the grading and paving of .45 mile section, was bid on June 14th, 1940. The Contractor started the work on July 24th and completed on September 26th, 1940.

The contractor used a hired 3/4 yard shovel to load the excavation into light trucks, and all the excavated material was hauled to widen a fill on the west end of the job. As the excavation consisted of widening an existing street with small quantities in the shallow excavation areas, the shovel averaged only 35 yards per hour, and the cost was consequently high.

Crushed rock for the surfacing was purchased from the Held Commercial Plant, and it was delivered on the road. Due to the high costs of the material and of the street work, the contractor failed to make a profit on the rock items.

Aggregate for the concrete items was purchased from the Portland Sand and Gravel Company who also did the batching and delivered the material to the mixer.

Mixing was done with a Wagner Mixmobile Portable plant, and the mix was delivered to the work in Hopper trucks. Placing of the Portland Cement concrete pavement required 41 hours and an average of 84 square yards were laid per hour. As the quantity was small and the cost of the materials was high, the contractor lost on the paving bid.

The Asphaltic concrete was secured from the Porter Yett plant near Scappoose for $2.72 per ton and hauled a distance of 25 miles to the job at a cost of $1.03 per ton. As most of the Asphaltic pavement was laid over existing pavement, the fine grading cost was quite low. Form costs were also low as forms were required only on a section 500 feet in length, and the bulk of the Asphalt paving was laid between strips of Portland Cement concrete pavement. The low cost of the operation aided the contractor to make a good profit on the Asphaltic concrete.

E. H. Clymer, Cost Analyst

By

V. R. Jones

173-B-21

February 19, 1941

Continental Casualty Company
Tate, Westenfelder & Berg, Inc.,
Wilcox Building
Portland, Oregon

Dear Sir:

You are hereby notified that State Highway contract No. 2331 for work on the Rainier (6th St. E.-3rd St. N.) Section of the Columbia River Highway, in Columbia County, has been completed by the contractor, City Motor Trucking Co., 6500 N. E. Ainsworth, Portland, and that final settlement will be made on or after March 1, 1941.

The state is not advised of any unpaid claims for labor or materials, or of the existence of any claims, debts, dues, or demands incurred in the performance of such work and remaining unsatisfied, and you are advised that the state assumes no responsibility for any such claims should there be any.

This notice is served upon you since you appear as surety on the bond furnished by the above contractor. Kindly acknowledge receipt of this letter.

For your information we wish to advise that the total amount paid the contractor in connection with this contract will be $25,860.06, including final payment, of which $387.43 is for force account work.

Yours very truly,

STATE HIGHWAY COMMISSION

By

DGB:OA

Secretary

NOTED
D. G. DeSart

UNITED STATES DEPARTMENT OF AGRICULTURE
BUREAU OF PUBLIC ROADS
DISTRICT No. 1

FEDERAL WORKS AGENCY
PUBLIC ROADS ADMINISTRATION

POST OFFICE BUILDING
PORTLAND, OREGON

IN YOUR REPLY PLEASE REFER TO FILE NO.

Stencil No. 124

Oregon FAP 173-B (2)
Rainier (6th St.E.-3rd St.W.) Sec.
Columbia River Highway

February 10, 1941

Mr. R. H. Baldock
State Highway Engineer
Salem, Oregon

Dear Sir:

We are forwarding herewith, for your files, an executed copy of the ____________________ project agreement and certificate for the above numbered project.

Very truly yours,

W. H. LYNCH
District Engineer

By L. Caufield
L. J. Caufield
Sr. Highway Engineer

Encls.

Ton

M

Wayne- 9074

Form P. R. 2

State Oregon

Federal Aid Project No. 175-B(2)

PROJECT AGREEMENT

MEMORANDUM OF AGREEMENT made this 6th day of Jan., 1941

by and between the Oregon State Highway Commission, constituting

for the purpose hereof, the Highway Department of the State of Oregon hereinafter called the Highway Department, and the Federal Works Administrator, hereinafter called the Administrator, under and pursuant to the provisions of the act of Congress approved July 11, 1916 (39 Stat., 355), entitled "An Act to provide that the United States shall aid the States in the construction of rural post roads, and for other purposes," and of the act approved November 9, 1921 (42 Stat., 212), entitled "An Act to amend the Act entitled 'An Act to provide that the United States shall aid the States in the construction of rural post roads, and for other purposes,' approved July 11, 1916, as amended and supplemented, and for other purposes," and acts amendatory thereof or supplementary thereto:

Whereas the Highway Department of said State submitted on the 11th day of October, 1931, a project statement, which was approved on the 30th day of November, 1931, for the proposed construction of a project consisting of the road hereinafter described; and

Whereas the Highway Department, in accordance with the rules and regulations promulgated for the administration of the Federal Highway Act, has furnished surveys, plans, specifications, and estimates for Section B(2) of said project which were recommended for approval by the District Engineer of the Public Roads Administration on the 29th day of May 1940; and

Whereas the Administrator has certified to the Secretary of the Treasury his approval of said surveys, plans, specifications, and estimates, and the sum of sixteen thousand, six hundred and no/100 dollars ($16,600.00) as the share of the United States payable under said act on account of Section B(2) of said project, which does not exceed the authorized Federal pro rata share of the approved total estimated cost thereof:

Now, therefore, in consideration of the premises and of the several promises to be faithfully performed by each, as hereinafter set forth, the Highway Department and the Administrator do hereby mutually agree as follows:

10—11379

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FUNDS AT THE DISPOSAL OF THE HIGHWAY DEPARTMENT

ARTICLE I. Funds for the use of the Highway Department in the construction of said project have been made available in the following manner, to wit:

(*a*) By the State from Chap. 175, Laws 1917; Chap. 31, Laws 1920; Chap. 329, Laws 1929.
(Include date and citation of act of legislature by which authorized)

(*b*) From other sources
(State how placed under direct control of Highway Department)

ROAD EMBRACED IN PROJECT

ARTICLE II. This agreement covers the following highway as described in detail in said surveys, plans, and specifications:

Between survey station 652+00 at 6th Street E. and survey station 676+00 at Third Street W., all in Rainier

, length 0.464 of a mile~~s~~, in Columbia County, being Section B(2) of Oregon Federal Aid project No. 173, consisting of 0.464 of a mile~~s~~ of roadway and no bridges, ~~each~~ of more than 20 feet clear span.

[illegible]

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CHARACTER AND METHOD OF CONSTRUCTION

Article III. The Highway Department will construct or cause to be constructed to final completion said project, in strict compliance with said plans and specifications, which are made a part hereof, under its direct supervision, which shall include adequate inspection throughout the course of construction, subject at all times to inspection and approval by the Administrator or his agents, and in accordance with the laws of said State, the rules and regulations of the Administrator, and the following conditions:

(*a*) It is agreed that the construction work on the project shall be performed by contract, unless the performance thereof by force account shall be approved by the Administrator or his authorized representatives. Such construction work as may be performed by force account shall be paid for on the basis of the units of work performed at the unit prices set forth in the estimate as approved by the Administrator, except that where the total actual cost is ascertained to be less than the estimate so approved the total Federal payments shall not exceed the Federal pro rata share of such total actual cost.

16—11379

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UNITED STATES PRO RATA SHARE OF THE COST OF SAID PROJECT

ARTICLE IV. The United States pro rata share of the value of the labor and materials which shall be actually put into the construction of Section B(2) of said project shall not in any event exceed the sum of sixteen thousand, six hundred and no/100 dollars ($16,600.00), certified to the Secretary of the Treasury as above mentioned, which does not exceed the authorized Federal pro rata share of twenty-seven thousand, two hundred ten and 15/100 dollars ($27,210.15), the approved total estimated cost of Section B(2) of said project.

PAYMENTS

ARTICLE V. As the construction of said project progresses, the Administrator shall from time to time draw warrants on the Secretary of the Treasury for the payment to the State Treasurer (Official or depository) hereby designated by the Highway Department for that purpose and authorized under the laws of said State to receive public funds of the State of Oregon (Name) of such sums as shall not, together with previous payments, exceed the United States pro rata share, as above specified, of the value, as determined by the Administrator after inspection and approval, of the labor and materials which have actually been put into said construction work in compliance with the requirements of Article III hereof.

The Administrator reserves the right to withhold such sum as he may deem necessary to insure completion of construction in compliance with said plans and specifications.

MAINTENANCE OF PROJECT

ARTICLE VI. The Highway Department will maintain said project in compliance with said acts of July 11, 1916, and November 9, 1921, out of funds which have been or will be made available therefor by said State in the manner herein set forth, to wit: Chap. 529, laws 1929.
(Include reference to statute authorizing funds and probable amount annually available)

The Highway Department will use every means within its power to insure proper and permanent maintenance of said project, and to that end will provide for the constant making of needed repairs to preserve a smooth-surfaced highway.

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Showing of authority of the Highway Department to execute agreements will be found in the agreement for project No. 112.

In witness whereof the parties have hereunto affixed their signatures, the Highway Department on the day and year first above written and the Administrator on the ______ day of JAN 22 1941, 19__

OREGON STATE HIGHWAY COMMISSION
(Official title of Highway Department)

By Henry F. Cabell

Chairman, State Highway Commission
(Title of officer)

By

Member, State Highway Commission
(Title of officer)

By ______

Member, State Highway Commission
(Title of officer)

By ______

______
(Title of officer)

By ______

______
(Title of officer)

FEDERAL WORKS ADMINISTRATOR,

By

Acting Commissioner of Public Roads.

U. S. GOVERNMENT PRINTING OFFICE 10—11379

M

Form PR. 3—Revised

FEDERAL WORKS AGENCY
PUBLIC ROADS ADMINISTRATION

CERTIFICATE OF APPROVAL OF PLANS, SPECIFICATIONS, AND ESTIMATES

(Under "An Act to provide that the United States shall aid the States in the construction of rural roads, and for other purposes," approved July 11, 1916, and acts amendatory thereof and supplementary thereto.)

To

The Secretary of the Treasury, and

The State Highway Department of the State of Oregon

Pursuant to the acts above cited, I hereby certify—

First. That in accordance with the provisions of said acts, I have approved the plans, specifications, and estimates submitted by the State Highway Department of the State of Oregon for the construction of a highway designated in the records of this Agency as Federal Aid Project No. 175-B(2) State of Oregon.

Second. That in accordance with said provisions I have approved the sum of $27,210.15 as the total estimated cost of said project, and the sum of $16,600.00 as the share of the United States, payable under said acts on account of such project, which does not exceed the authorized Federal pro rata share of said total estimated cost.

Done at the city of Washington, this ______ day of JAN 22 1941

one thousand nine hundred and ______

Federal Works Administrator,

By ______
Acting Commissioner of Public Roads.

U. S. GOVERNMENT PRINTING OFFICE 10—10139

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233

[illegible] deducted from
[illegible]

321.64

AGENDA
MAR 1 9 1942

4i

Telephone GArfield 4356

FRANK M. PATTERSON, Vice-Pres.

OTOR TRUCKING CO., INC.
Ready Mixed Concrete - Cement
shed Stone, Sand, Gravel and Screenings
Shipments Made by Barge, Rail or Truck
6500 N. E. AINSWORTH STREET
PORTLAND, OREGON

GRAVEL PLANT
N. E. 65th Avenue
and Ainsworth Street

1942
STATE [illegible] COMMISSION

January 22nd, 1942

Chief Engineer
lighway Commission

'erence is made to your letter of January

I remember the transaction I met with Mr. [illegible] and yourself one evening at the Imperial Hotel regarding the matter of a refund on overtime charges on Contract #2351, Rainier Section of the Lower Columbia River Highway. It was agreed that due to circumstances beyond the control of your department or ourselves, viz lack of information and assistance from the City of Rainier with regard to water pipes, sewers etc., we were to be reimbursed for fifty percent of the overtime withheld from the final estimate of the Rainier Contract.

#2331

Thanking you for your consideration of this matter, we are,

Yours very truly
CITY MOTOR TRUCKING COMPANY

By Porter W. Yett
President

PWY/p

REFERRED TO
H G Smith
By Chief Engineer
[illegible]

JAN 2 6 1942

M

TER W. YETT, President and Gen. Manager
Telephone GArfield 4356
FRANK M. PATTERSON, Vice-Pres.

CITY MOTOR TRUCKING CO., INC.

Ready Mixed Concrete - Cement
Crushed Stone, Sand, Gravel and Screenings
Shipments Made by Barge, Rail or Truck
6500 N. E. AINSWORTH STREET
PORTLAND, OREGON

STONE PLANT
ROCKY POINT, ORE.

GRAVEL PLANT
N. E. 65th Avenue
and Ainsworth Street

AGENDA
MAR 19 1942

4i

1942
STATE COMMISSION

RECEIVED
JAN 1
FOR FILING

January 22nd, 1942

R. H. Baldock, Chief Engineer
Oregon State Highway Commission
Salem, Oregon

Dear Sir:-

Reference is made to your letter of January 20th, 1942.

As I remember the transaction I met with Mr. Smith and yourself one evening at the Imperial Hotel regarding the matter of a refund on overtime charges on Contract #2351, Rainier Section of the Lower Columbia River Highway. It was agreed that due to circumstances beyond the control of your department or ourselves, viz lack of information and assistance from the City of Rainier with regard to water pipes, sewers etc., we were to be reimbursed for fifty percent of the overtime withheld from the final estimate of the Rainier Contract.

#2331

Thanking you for your consideration of this matter, we are,

Yours very truly
CITY MOTOR TRUCKING COMPANY

By Porter W. Yett
President

PWY/p

REFERRED TO
By Chief Engineer

JAN 26 1942

M

RECEIVED
JAN 22 1942
FOR FILING

173-13-[illegible]

January 20th, 1942

Porter W. Yett, President
City Motor Trucking Co., Inc.
6500 N. E. Ainsworth Street
Portland, Oregon

Dear Sir:

In reviewing my remembrance with reference to Contract No. 2351, Rainier Section of the Columbia River Highway in Columbia County, I seem to recall that you and I had a personal discussion of this at one of the Commission meetings, and an agreement was reached to compromise at fifty-fifty.

#2331

Inasmuch as this was handled without any written transcript, I presume that is the reason your letter of March 8th, was never answered.

It may be that I am incorrect in my recollection of the job upon which this compromise was made, If so, please advise your own recollection of the conference.

Very truly yours,

R. H. BALDOCK
CHIEF ENGINEER

R

W. YETT, President and Gen. Manager
Telephone GArfield 4356
FRANK M. PATTERSON, Vice Pres.

CITY MOTOR TRUCKING CO., INC.
Ready Mixed Concrete - Cement
Crushed Stone, Sand, Gravel and Screenings
Shipments Made by Barge, Rail or Truck
6500 N. E. AINSWORTH STREET
PORTLAND, OREGON

STONE PLANT
ROCKY POINT, ORE.

GRAVEL PLANT
N. E. 65th Avenue
and Ainsworth Street

January 5th, 1942

Mr. S.H. Probert, Office Engineer
State Highway Department,
Salem, Oregon

Dear Sir:-

Reference is made to Contract #2331, Rainier Section Columbia Highway in Columbia County.

In checking our records we find that there is missing from our files the final and post final estimates. Will you kindly send me new copies. There was some adjustment made in engineering charges against the estimate and we are unable to figure whether or not this was finally settled.

Yours very truly,

T.A./p

ROCKY POINT OREGO City Motor Trucking Co. HIPMENTS BY BARGE, TRUCK OR RAIL

PORTER W. YETT

READY-MIXED CONCRETE • CEMENT • CRUSHED STONE • SAND, GRAVEL AND SCREENINGS • ASPHALT AND CONCRETE PAVING

6500 N. E. AINSWORTH ST. PHONE GArfield 4356 PORTLAND, OREGON

RECEIVED
MAY 19 1941
FOR FIL

178-E-2

May 5, 1941.

RECEIVED
7 - 1941
STATE HIGHWAY DIVISION

Mr. R. H. Baldock, State Highway Engineer,
Salem, Oregon.
Dear Sir:

On March 8th we wrote you with reference to certain charges for engineering in connection with a time extension, on the Ranier Section of Columbia River Highway and have had no reply. This has undoubtedly been overlooked; I would appreciate a letter from you on this matter.

Yours very truly,

CITY MOTOR TRUCKING CO.,

By

Porter W. Yett.

NOTED
State Highway Engineer

DESIGNERS OF CONCRETE STONE AND GRAVEL PLANTS

a

W. YETT, President and Gen. Manager

Telephone GArfield 4356

FRANK M. PATTERSON, Vice Pres.

CITY MOTOR TRUCKING CO., INC.

Ready Mixed Concrete - Cement

Crushed Stone, Sand, Gravel and Screenings

Shipments Made by Barge, Rail or Truck

6500 N. E. AINSWORTH STREET
PORTLAND, OREGON

GRAVEL PLANT
N. E. 65th Avenue
and Ainsworth Street

STONE PLANT
ROCKY POINT, ORE.

March 8, 1941

REFERRED TO
H. C. Smith
By Chief Engineer

[illegible]

Mr. R. H. Baldock
State Highway Engineer
Salem, Oregon

Dear Sir:

We enclose herewith copy of an itemized expense account charged to our account for failure to complete the Rainier (6th St.,E.-3rd St. W. Section of Columbia River Highway.

We have signed the final estimate for this project in which the amount of the enclosed bill, $321.64, was deducted. We think that this bill is so obviously unfair that we are submitting the matter directly to you and request that it be cancelled on the following grounds:

1. The job reports show that three days delay was caused by a mistake in setting grades, causing the phone poles to be set twice, and curb forms on two blocks of the west side of the project to be set twice.

2. Six days were lost due to the lack of proper information as to the depth and location of the water and drainage pipes belonging to the City of Rainier, and the inability of the City of Rainier to provide a sufficient crew to relocate and repair pipes ahead of construction--notwithstanding daily complaints to your inspector and Mr. L. D. Mars, Resident Engineer, we were unable to get any relief from this condition.

3. Further delay was encountered because of a change in plans at the S. E. corner of 2nd St., where state forces entered upon the project and reconstructed a bridge sidewalk section not included in the original plans.

4. We lost one day waiting for the state inspector of weights and measures to inspect scales, because of a misunderstanding of orders given the inspector by Mr. L. D. Mars, resident engineer.

5. With respect to the itemized bill of expense, we do not believe that Mr. L. D. Mars, Resident Engineer, should be charged to this job for nine days. It does not appear to us that E. W. Ericksen, Computer, could have spent seven extra days computing, because of the delay in completion. We further contend that Inspectors Hanzen, Kennen, Hill and Brown, did not put in the additional time on the job, having worked only four days after completion date specified in the contract. Irrespective of the time of construction, either before or after completion date, your department would have to charge these men's time to the project. This time as charged was the time these men were on the project, and not additional or extra time which would have been the case, had they been on the project prior to and after completion date. As a matter of fact, during the last ten days of the construction

we had only one inspector. During the first three weeks of construction only one inspector, Mr. William E. Hanzen, handled the work.

We do not believe that, under the circumstances, the State Highway Department was put to any additional engineering expense due to the failure to complete this project in the specified time.

In consideration of the above facts, we respectfully request cancellation of this bill for extra expense.

Very truly yours,

CITY MOTOR TRUCKING COMPANY

By Porter W. Yett

Porter W. Yett, President

PWY:Y

COPY

Salem, Oregon November 12, 1940

City Motor Trucking Company

6500 N. E.Ainsworth

Portland, Oregon

To: OREGON STATE HIGHWAY COMMISSION, Dr.

Engineering expense chargeable to the contractor, due to his failure to complete the Rainier (6th St. E. -3rd St. W.) Project within the time specified.

Salaries, September 1, 1940 to September 21, 1940,Incl.

L. D. Mars, Res. Engr.	9 days	at $250.00 per month	$75.00
Arthur Duffy, Transitman	4 "	at $175.00 per month	22.67
E. W. Erickson, Computer	7 days	at $150.00 per month	35.00
William E. Hanzen, St. Insp.	4 days	at $150.00 per month	20.00
Gilbert J. Kennen, St. Insp.	4 days	at $150.00 per month	20.00
Dustin C. King, Chainman	2½ "	at $100.00 per month	8.34
Lytle N. Young, Chainman	4 days	at $100.00 per month	13.33
Manfred W. Olsen, Plant Insp.	13 days	at $150.00 per month	65.00
Robert W. Hill, Mat'ls, Checker	13 days	at $100.00 per month	43.33
Frank R. Brown, Mat'ls, Checker	5 days	at $100.00 per month	16.67

Total Labor- $319.34

State Industrial Accident Insurance .90 less 20% 2.30

Total- $321.64

The above amount to be deducted from the contractor's final payment on Contract No.2331, Prefix 5-1105.

Credit 5-1105-900

173 - P - 2

6

UNITED STATES DEPARTMENT OF AGRICULTURE
BUREAU OF PUBLIC ROADS
DISTRICT No. 1

POST OFFICE BUILDING
PORTLAND, OREGON

(Stencil #28)

FEDERAL WORKS AGENCY
PUBLIC ROADS ADMINISTRATION

RECEIVED
JAN 1 [illegible]
FOR FILING

IN YOUR REPLY PLEASE
REFER TO FILE No. Oregon FAP 173-B(2)
Rainier Section
Columbia River Highway

December 28, 1940

Mr. R. H. Baldock
State Highway Engineer
Salem, Oregon

Dear Sir:

We are forwarding herewith two copies of proposed project agreement for signature and return to this office.

Enclosed is an approved copy of the detail estimate, upon which the agreement was based, together with approved copy of specifications.

Very truly yours,

W. H. LYNCH
District Engineer

By L Caufield
L. J. Caufield
Sr. Highway Engineer

RECEIVED
DEC 27 1940
FOR FILING

172-E-2

December 26, 1940

Continental Casualty Company
Tate, Westenfelder & Berg, Inc.
Wilcox Building
Portland, Oregon

Gentlemen:

You are advised that it is the intention of the State Highway Commission to make semi-final payment to the City Motor Trucking Company on contract No. 2331, for grading and paving the Rainier (6th Street East-3rd Street West) Section of the Columbia River Highway, in Columbia County. This payment, in the amount of $1,291.33, will be made on or after January 6, 1941. The retained percentage is $784.22.

The state is not advised of any unpaid claims for labor or materials, or of the existence of any claims, debts, dues, or demands incurred in the performance of such work and remaining unsatisfied, and you are advised that the state assumes no responsibility for any such claims should there be any.

Kindly acknowledge receipt of this letter.

Very truly yours,

STATE HIGHWAY COMMISSION

By

Secretary

DD:AM

NOTED
D. G. DeSart

RECEIVED
DEC 27 1940
FOR FILING

173-K-6

December 26, 1940

Continental Casualty Company
Tate, Westenfelder & Berg, Inc.
Wilcox Building
Portland, Oregon

Gentlemen:

You are advised that it is the intention of the State Highway Commission to make semi-final payment to the City Motor Trucking Company on contract No. 2331, for grading and paving the Rainier (6th Street East-3rd Street West) Section of the Columbia River Highway, in Columbia County. This payment, in the amount of $1,291.33, will be made on or after January 6, 1941. The retained percentage is $784.22.

The state is not advised of any unpaid claims for labor or materials, or of the existence of any claims, debts, dues, or demands incurred in the performance of such work and remaining unsatisfied, and you are advised that the state assumes no responsibility for any such claims should there be any.

Kindly acknowledge receipt of this letter.

Very truly yours,

STATE HIGHWAY COMMISSION

By

Secretary

DD:AM

NOTED
D. G. DeSart

173-1-2

Form E-1--4M--5-40

OREGON STATE HIGHWAY COMMISSION
FIELD ENGINEER'S WEEKLY REPORT
FOR CONSTRUCTION PROJECTS ONLY

For Week Ending Dec 7,1940, 19

Section Rainier (6th St. E. - 3rd St. W.)

Kind of work Grading & Paving

Highway Columdia River

Section prefix 5-1105

Contractor City Motor Trucking Co.

Contract number 2351

Date of contract June 14, 1940, 19

Date of completion August 31, 1940, 19

Date work started July 24, ", 19

Estimated date of completion , 19

Amount of contract $28,668.61

Per cent of time elapsed 21 days over Cont. %

Estimated cost of completed project, exclusive of engineering $25,904.55

Per cent of contract completed, based on total contract price %

Engineering cost to date, $2,222.85, %

Date project was completed September 21,1940, 19

General information covering progress of work by party and by contractor, important development, instructions to contractors, instructions from Division Engineers, exchanges in personnel of party, etc.:

Semi-final estimate complete

RECEIVED
DEC 9 - 1940
DIVISION ENGINEER
DIVISION NO. 2

Signed L. D. Mars

Address Astoria

Mail original copy to Salem and duplicate copy to Division Engineer on Saturday of each week, retain triplicate copy for your own file

	GRADING	SURFACING	MAINTENANCE MATERIALS	OIL AND BITUMINOUS MACADAM	PAVING
Miles in project	0.45				0.45
Miles partially completed					
Miles completed	"				"
Total estimated quantities	5,000 c y			1,530 T	3,700 s y
Estimated quantities moved or placed to date	1,859 "			1,573.5 T	3,448.75 sy
Average daily quantities					
Average daily quantities necessary to complete project on time					
Number shifts per day					
Hours per shift					
Average force on project for week					

Percentages of men employed on contract to be secured from:

.... County, ...%; .... County, ...%; .... County, ...%; .... County, ...%

	NUMBER USED AND SECURED FROM					CONTRACTOR'S KEY MEN, ETC.	TOTAL
	COUNTY	COUNTY	COUNTY	COUNTY	OTHER SOURCES		
Men							
Men and teams							
Men and trucks under 3 tons							
Men and trucks over 3 tons							
Men and tractors							

Equipment used during week: Shovels ...., Power graders ...., Rollers ...., Mixers ...., Crushing or screening plants ....

Compressors ...., Bulldozers ...., Sheet-foot rollers ...., ..., ..., ...

	WEATHER	HRS. DELAY	CAUSE OF DELAY
Sunday			
Monday			
Tuesday			
Wednesday			
Thursday			
Friday			
Saturday			

STATE PRINTING DEPT.

RECEIVED
NOV 27 1940
FOR FILING

[illegible]

November 25, 1940

CITY MOTOR TRUCKING COMPANY
6500 N. E. Ainsworth
Portland, Oregon

Gentlemen:

At the meeting of the State Highway Commission held on October 11, 1940, the following action was taken on the request submitted by you for extension of time:

> "City Motor Trucking Company, Contract No. 2331, for grading and paving the Rainier (6th Street East-3rd Street West) Section of the Columbia River Highway, in Columbia County, requested an extension of time of 30 days, from August 31 to September 30, 1940, within which to complete this project. They attributed their failure to complete the project within the specified time limit to the following: (1) delays caused by the local water company in repairing and renewing water mains and private house connections; (2) delay caused by the power company in the removal and reconstruction of its pole lines. The Engineer advised that he knows of no reason why this contract could not have been completed within the specified time limit had the contractor started his operations within a reasonable length of time after having been awarded the contract. He recommended, in view of the circumstances, that the extension of time requested be granted but that the contractor be charged with the extra engineering costs incurred by the state subsequent to the specified date of completion. A letter was presented from the Public Roads Administration concurring therein. The Commission approved the recommendation unanimously."

Very truly yours,

STATE HIGHWAY COMMISSION

By

Secretary

MBL

cc - F. D. Eason

RECEIVED
NOV 25 1940
FOR FILING

173-B-2

November 9, 1940

Mr. W. H. Lynch
District Engineer
Public Roads Administration
P. O. Box 3900
Portland, Oregon

Dear Sir:

Herewith are enclosed seven copies of estimate as basis for project agreement for the Rainier (6th St. E. - 3rd St. W.) Section, Project No. FA 173-B (2).

Very truly yours,

R. H. BALDOCK
Chief Engineer

By

S. H. Probert
Office Engineer

Dict. by J. W. Nash/ER

Encl.

Oregon State Highway Department Federal Aid Project No. 173-B (2)

RAINIER (6TH ST. E.-3RD ST. W.) SECTION

OF THE COLUMBIA RIVER HIGHWAY IN COLUMBIA COUNTY

(Estimate as basis for project agreement. Based on low bid prices.)

Salem, Oregon, November 1, 1940

EXTENSION OF PROJECT

30' Asphaltic Concrete Pavement (Sta. 652+00 to 653+27.5)

All Required		Clearing and Grubbing		$	26.00
550	cu. yds.	Excavation, Single Classification	$ .30		165.00
600	yd. mi.	Truck Haul	.10		60.00
.02	mile	Finishing Roadbed and Slopes	500.00		10.00
130	lin. ft.	Rounding Cutbanks	.10		13.00
30	cu. yds.	3" - 0" Material in Base	1.60		48.00
10	cu. yds.	3/4" - 0" Material in Shoulders and Surfacing	2.25		22.50
40	tons	Asphaltic Concrete	6.50		260.00
25	tons	Cutback Asphalt Wearing Surface	7.00		175.00
		Subtotal		$	779.50
		10% Engr. & Cont.			77.95
		Total		$	857.45
		Length	.024 mile		
		Cost per mile	$ 35,727.08		

46' Dual Type Pavement (Sta. 653+27.5 to 664+57.5)

All Required		Clearing and Grubbing		$	235.00
38	cu. yds.	Trench Excavation	$ 1.50		57.00
1,600	cu. yds.	Excavation, Single Classif.	.30		480.00
1,200	yd. mi.	Truck Haul	.10		120.00
0.21	mile	Finishing Roadbed and Slopes	500.00		105.00
500	lin. ft.	Rounding Cutbanks	.10		50.00
120	sq. yds.	Removal of Old Pavement	.40		48.00
1,060	sq. yds.	Removal of Sidewalks	.10		106.00
1,950	lin. ft.	Removal of Curbs and Gutters	.10		195.00
6	only	Removal of Catch Basins	3.00		18.00
2	only	Adjusting Manholes	20.00		40.00
40	lin. ft.	6" Sewer Pipe	.75		30.00
120	lin. ft.	8" Sewer Pipe	.90		108.00

50	lin. ft.	Pavement Cutting	$ .50	$ 25.00
6	only	Concrete Catch Basins	25.00	150.00
18	cu. yds.	Concrete Curbs	20.00	360.00
1,060	sq. yds.	Concrete Sidewalks	1.75	1,855.00
190	sq. yds.	Concrete Driveway Aprons	1.75	332.50
100	cu. yds.	3" - 0" Material in Base	1.60	160.00
30	cu. yds.	3/4" - 0" Material in Shoulders and Surfacing	2.25	67.50
80	cu. yds.	½" - 0" Material in Base and Cushion Course	2.25	180.00
10	cu. yds.	Filler	.30	3.00
10	yd. mi.	Hauling Filler	.30	3.00
2,200	sq. yds.	Portland Cement Concrete Pavement	2.00	4,400.00
180	lin. ft.	3/4" Expansion Joints	.20	36.00
80	lin. ft.	½" Expansion Joints	.15	12.00
1,310	lin. ft.	Contraction Joints	.03	39.30
180	only	Dowels	.20	36.00
480	tons	Asphaltic Concrete	6.50	3,120.00
220	tons	Cutback Asphalt Wearing Surface	7.00	1,540.00
			Subtotal	$ 13,911.30
			10% Engr. & Cont.	1,391.13
			Total	$ 15,302.43

Length 0.213 mile
Cost per mile $ 71,842.39

50' Dual Type Pavement (Sta. 664+53.5 to 668+75)

All Required		Clearing and Grubbing		$ 87.00
10	cu. yds.	Trench Excavation	$ 1.50	15.00
500	cu. yds.	Excavation, Single Classification	.30	150.00
.08	mile	Finishing Roadbed and Slopes	500.00	40.00
320	lin. ft.	Rounding Cutbanks	.10	32.00
70	sq. yds.	Removal of Old Pavement	.40	28.00
180	sq. yds.	Removal of Sidewalks	.10	18.00
250	lin. ft.	Removal of Curbs and Gutters	.10	25.00
2	only	Removal of Catch Basins	3.00	6.00
2	only	Adjusting Manholes	20.00	40.00
70	lin. ft.	8" Sewer Pipe	.90	63.00
30	lin. ft.	Pavement Cutting	.50	15.00
2	only	Concrete Catch Basins	25.00	50.00
4	cu. yds.	Concrete Curbs	20.00	80.00
180	sq. yds.	Concrete Sidewalks	1.75	315.00
82	sq. yds.	Concrete Driveway Aprons	1.75	143.50
320	cu. yds.	3" - 0" Material in Base	1.60	512.00
10	cu. yds.	3/4" - 0" Material in Shoulders and Surfacing	2.25	22.50

60	cu. yds.	½" - 0" Material in Base and Cushion Course	$ 2.25	$ 135.00
20	cu. yds.	Filler	.30	6.00
20	yd. mi.	Hauling Filler	.30	6.00
750	sq. yds.	Portland Cement Concrete Pavement	2.00	1,500.00
100	lin. ft.	3/4" Expansion Joints	.20	20.00
50	lin. ft.	½" Expansion Joints	.15	7.50
720	lin. ft.	Contraction Joints	.03	21.60
100	only	Dowels	.20	20.00
160	tons	Asphaltic Concrete	6.50	1,040.00
80	tons	Cutback Asphalt Wearing Surface	7.00	560.00
			Subtotal	$ 4,958.10
			10% Engr. & Cont.	495.81
			Total	$ 5,453.91

Length .079 mile
Cost per mile $ 69,036.83

ORIGINAL PROJECT

50' Dual Type (Sta. 668+75 to 669+89)

All Required		Clearing and Grubbing		$ 24.00
200	cu. yds.	Excavation, Single Classification	$ .30	60.00
.02	mile	Finishing Roadbed and Slopes	500.00	10.00
40	sq. yds.	Removal of Old Pavement	.40	16.00
1	cu. yds.	Concrete Curb	20.00	20.00
8	sq. yds.	Concrete Driveway Aprons	1.75	14.00
150	cu. yds.	3" - 0" Material in Base	1.60	240.00
10	cu. yds.	3/4" - 0" Material in Shoulders and Surfacing	2.25	22.50
30	cu. yds.	½" - 0" Material in Base and Cushion Course	2.25	67.50
10	cu. yds.	Filler	.30	3.00
10	yd. mi.	Hauling Filler	.30	3.00
450	sq. yds.	Portland Cement Concrete Pavement	2.00	900.00
30	lin. ft.	3/4" Expansion Joints	.20	6.00
220	lin. ft.	Contraction Joints	.03	6.60
30	only	Dowels	.20	6.00
50	tons	Asphaltic Concrete	6.50	325.00
20	tons	Cutback Asphalt Wearing Surface	7.00	140.00
			Subtotal	$ 1,863.60
			10% Engr. & Cont.	186.36
			Total	$ 2,049.96

Length .022 mile
Cost per mile $ 93,180.00

46' Dual Type (Sta. 669+89 to 671+29.5)

All Required		Clearing and Grubbing		$ 30.00
12	cu. yds.	Trench Excavation	$ 1.50	18.00
150	cu. yds.	Excavation, Single Classif.	.30	45.00
.03	mile	Finishing Roadbed and Slopes	500.00	15.00
20	sq. yds.	Removal of Old Pavement	.40	8.00
60	sq. yds.	Removal of Sidewalks	.10	6.00
50	lin. ft.	8" Sewer Pipe	.90	45.00
2	only	Concrete Catch Basins	25.00	50.00
2	cu. yds.	Concrete Curbs	20.00	40.00
60	sq. yds.	Concrete Sidewalks	1.75	105.00
50	cu. yds.	3" - 0" Material in Base	1.60	80.00
10	cu. yds.	3/4" - 0" Material in Shoulders and Surfacing	2.25	22.50
20	cu. yds.	½" - 0" Material in Base and Cushion Course	2.25	45.00
5	cu. yds.	Filler	.30	1.50
5	yd. mi.	Hauling Filler	.30	1.50
300	sq. yds.	Portland Cement Concrete Pavement	2.00	600.00
20	lin. ft.	3/4" Expansion Joints	.20	4.00
20	lin. ft.	½" Expansion Joints	.15	3.00
150	lin. ft.	Contraction Joints	.03	4.50
20	only	Dowels	.20	4.00
70	tons	Asphaltic Concrete	6.50	455.00
25	tons	Cutback Asphalt Wearing Surface	7.00	175.00
		Subtotal		$ 1,758.00
		10% Engr. & Cont.		175.80
		Total		$ 1,933.80

Length .027 mile
Cost per mile $ 71,622.22

Asphaltic Concrete Taper Connection (Sta. 671+29.5 to 676+00)

All Required		Clearing and Grubbing		$ 98.00
.09	mile	Finishing Roadbed and Slopes	$ 500.00	45.00
100	cu. yds.	3" - 0" Material in Base	1.60	160.00
30	cu. yds.	3/4" - 0" Material in Shoulders and Surfacing	2.25	67.50
10	cu. yds.	½" - 0" Material in Base and Cushion Course	2.25	22.50
5	cu. yds.	Filler	.30	1.50
5	yd. mi.	Hauling Filler	.30	1.50
100	tons	Asphaltic Concrete	6.50	650.00
60	tons	Cutback Asphalt Wearing Surface	7.00	420.00
		Subtotal		$ 1,466.00
		10% Engr. & Cont.		146.60
		Total		$ 1,612.60

Length .089 mile
Cost per mile $ 18,119.10

SUMMARY OF FUNDS REQUESTED

Item	Total Cost	Federal Aid Funds	State Funds
Extension of Project			
30' A. C. Pavement	$ 857.45	$ 523.00	$ 334.45
46' Dual Type Pavement	15,302.43	9,335.00	5,967.43
50' Dual Type Pavement	5,453.91	3,327.00	2,126.91
Original Project			
50' Dual Type Pavement	2,049.96	1,251.00	798.96
46' Dual Type Pavement	1,933.80	1,180.00	753.80
A. C. Taper Connection	1,612.60	984.00	628.60
	$ 27,210.15	$ 16,600.00	$ 10,610.15

State Funds for Construction: Chap. 175, laws 1917; Chap. 31, laws 1920;
Chap. 529, laws 1939
State Funds for Maintenance: Chap. 529, laws 1939

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NOV 25 1940
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173-B-2

FEDERAL WORKS AGENCY
PUBLIC ROADS ADMINISTRATION
DISTRICT ONE

MONTANA
OREGON
WASHINGTON

POST OFFICE BUILDING
PORTLAND, OREGON

October 8, 1940

Mr. R. H. Baldock
State Highway Engineer
Salem, Oregon

Dear Sir:

Final inspection of Oregon FAP 173-B (2), the Rainier Section (6th St. E. - 3rd St. W.) of the Columbia River Highway, was made by a representative of this office on September 30, 1940.

We have not received, as yet, copies of the contract under which the improvement was carried out or of the project agreement estimate.

Will you please submit these as soon as possible in order that we may draft the agreement and get the project in shape for action on the final voucher, when submitted.

Very truly yours,

W. H. LYNCH
District Engineer

By: L Caufield
L. J. Caufield
Sr. Highway Engineer

RECEIVED
AUG 13 1940
FOR FILING

OREGON STATE HIGHWAY COMMISSION

INTER-DEPARTMENT CORRESPONDENCE

August 12, 1940
Salem, Oregon

Subject: Assignment #905.

To:

Mr. C. B. McCullough
Assistant State Highway Engineer
Office

Dear Sir:

With reference to Mr. Herman's complaint "construction work in Rainier", we are attaching a copy of Mr. Eason's report which is self explanatory.

The correspondence is being returned.

Yours very truly,

H. G. Smith
Construction Engineer

By Chas. E. Low
Chas. E. Low
Construction Office Engineer

CES:FF

Enc. 1

NOTED
Asst. State Highway Engineer

Form E-30—Revised—25M—4-40

OREGON STATE HIGHWAY COMMISSION

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
August 10, 1940

Subject: Fred W. Herman Complaint

To:

Mr. H. G. Smith,
Construction Engineer,
Office.

Dear Sir:

This will reply to your letter of August 6th concerning the complaint of Fred W. Herman, of Rainier.

I went over the matter on the ground with Mr. Herman and our Resident Engineer and agreed to build a small concrete support along the vertical edge of the property line where the lawn has been cut down to the new sidewalk grade. This will average about one foot in depth for a distance of 80 feet and will be built integral with the sidewalk. The item will be paid for under the contract as "Concrete Curb", which is estimated and paid for in cubic yards.

Yours very truly,

F. D. EASON,
Division Engineer.

FDE:AM

RECORD OF ASSIGNMENT

DESCRIPTION: Fred W. Herman, Atty. Rainier, Ore. States 2' cut has been made thru his lawn, in reconstruction work in Rainier

DATE: 8/5/40 ASSIGNED TO: H. G. Smith

FOR:
(Investigation and report to this office
(Reply direct with copy to this office
(Return with drafted reply
(Comment or recommendation and return to this office
(Investigation and such action as is necessary

REPORT RECEIVED:

REMARKS: Please return correspondence with your report

Cross Referenced To
Adm
Insurance
Property Damage

Dear Sir:

This is to acknowledge your letter of August 3 in which you state that in the reconstruction through Rainier a two foot cut has been made through your lawn, and that you anticipate difficulty from cave-ins where this cut has been made.

You are advised that we are referring your letter to Mr. H. G. Smith, Construction Engineer, for investigation and report.

Very truly yours,

C. B. McCullough
Assistant Chief Engineer

JM:RS

173-B-2

August 5, 1940

Mr. Fred W. Herman
Lawyer
Rainier, Oregon

Cross Referenced To
Adm
Insurance
Property Damage

Dear Sir:

This is to acknowledge your letter of August 3 in which you state that in the reconstruction through Rainier a two foot cut has been made through your lawn, and that you anticipate difficulty from cave-ins where this cut has been made.

You are advised that we are referring your letter to Mr. H. G. Smith, Construction Engineer, for investigation and report.

Very truly yours,

C. B. McCullough
Assistant Chief Engineer

JM:RS

FRED W. HERMAN
LAWYER
RAINIER, OREGON

August 3rd. 1940.

Oregon State Highway Commission,
Salem, Oregon.

Attention: H. R. Baldock.

Dear Mr. Baldock;

In the reconstruction of the highway through Rainier, a two foot cut has been made through the lawn at my home on the highway, and Mr. L. D. Mars, the resident engineer has refused to make any provision to prevent this embankment from caving in.

I feel that the State should build a wall to protect my property, as I will be seriously damaged otherwise.

The contractor will commence pouring concrete about the 12th. inst., and a wall should be poured at the same time.

Would it be possible for Mr. Eason, or some one with authority, to call on me before that time.

I remain, Yours very truly.

Fred W. Herman

1940

RECEIVED
AUG 7 1940
FOR FILING

173-B-2

August 6, 1940

Mr. C. W. Rehkopf
Route 1, Box 261
Rainier, Oregon

Dear Sir:

This will acknowledge receipt of your letter of August 2. We regret very much that you were involved in an accident.

This should be taken up direct with the contractor, as the State would have no jurisdiction in the matter.

Very truly yours,

C. B. McCullough
Assistant Chief Engineer

JM:RS

Rainier Ore Aug 2/40

Oregon State Highway Dept
Dear Sir

In regard to an accident that happend in Rainier Ore on the piece of highway being widened now while going to work a truck from said Contractor was going along empty at 7 30 in the morning while I tried to pass him on the left side he turned in the middle of the Block with out any signals in fron of G.D. Clements house thereby raking the right side of Car & Crowding me of the highway the way the truck drivers ~~ck~~ act it seems they own the ~~wh~~ whole high way & the public has no right on the highway & I would like to know If they own the whole high way or

---

R. D. WEILBRENNER
SECRETARY

OMPANY

RECEIVED
1940

RECEIVED

PORTLAND, OREGON
July 20, 1940

Porter W. Yett
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R & BERG, INC.

HW:NA

By H. F. Westenfelder

REFERRED TO
[illegible]
BY SECRETARY

How were the contracts signed?
ASS

Signed City Motor Trucking Co. contracts O.K.
D.G.S.

R. D. WEILBRENNER
SECRETARY

CEIVED

OMPANY

Just half while under Construction
I have been a careful driver
& It makes me boil If I cant
stay that way Ive never
Caused no acadent through
Careless drivng & I dont see
that it is fair for the
Contractors truck driver to
spoil my record there was
no Intersection when the
accident happened. I didnt
know whether it was a County
truck or Contractor's truck
It was just plain Careless
ness on the truck drivers part
he hatt his half of the road
& I am entitled to part of
it at least to get by on
Hoping to hear from you
at an early date
I remain Yours Truly
C W Rehkopf R1 Box 261
Rainier Ore

PORTLAND, OREGON
July 20, 1940

orter W. Yett
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R & BERG, INC.

HW:NA

By H. F. Westerfelder

REFERRED TO
[illegible]
BY SECRETARY

How were the contracts signed?
[illegible]

Signed C.V.I
motor Trucking Co.
contracts O.K.
R.D.W.

M. P. CORNELIUS
PRESIDENT

H. A. BEHRENS
CHAIRMAN OF THE BOARD

R. D. WEILBRENNER
SECRETARY

CONTINENTAL CASUALTY COMPANY

CHICAGO

TATE, WESTENFELDER AND BERG
INCORPORATED, GENERAL AGENTS
511 WILCOX BUILDING
TELEPHONE: ATWATER 7888

RECEIVED
JUL 22 1940
FOR

17-1-2

PORTLAND, OREGON
July 20, 1940

State Highway Commission
Salem, Oregon

Gentlemen:

Your letter of recent date to Porter W. Yett regarding four copies of contract for the Rainier, Oregon paving contract has been referred to us.

On June 27, 1940, we sent you by railway express these copies of the contract under receipt No. 3531.

We have received the copy for the surety company and the City Motor Trucking Company has received their copy.

You addressed your letter to Mr. Yett while the contract is in the name of the City Motor Trucking Company, so, no doubt, you will find your copies under the name of the firm rather than under Mr. Yett's name.

Yours very truly

TATE, WESTENFELDER & BERG, INC.

HW:NA

By H. F. Westenfelder

REFERRED TO
[illegible]
BY SECRETARY

How were the contracts signed?
OSS

Signed City
Motor Trucking Co.
contracts O.K.
D.G.D.

RECEIVED
JUL 20 1940
FOR FILING

173-B-2

July 19, 1940

Mr. Porter Yett
3525 N. E. 17th Street
Portland, Oregon

Dear Sir:

In confirmation of our telephone conversation of July 13, this will call your attention to the fact that four copies of contract No. 2331, covering the grading and paving of the Rainier Section of the Columbia River Highway, in Columbia County, expressed to you on July 6th, were being held at the Portland express office.

To date we have not received these executed copies. Will you please have them picked up and executed, and returned to this office at your earliest convenience.

Very truly yours,

OREGON STATE HIGHWAY COMMISSION

By

Secretary

DGD:RS

RECEIVED
JUL 6 1940
FOR FILING

173-B-2

Notice to Shipper of Goods Undelivered

RAILWAY EXPRESS AGENCY
INCORPORATED

CITY OFFICE
226 S. W. Broadway

Tel. Atwater 8411
Street address where shipment is held

PORTLAND, OREGON

City JUL 1 1944 State 19

Called 7/13/44

You are notified that Article
C. O. D. or Collection $ 19 44

Forwarded by you on 7-6

Addressed to

Charges

Your Express Receipt No.

Your Invoice or Identification No.

Remains in this office undelivered because

This shipment is held at Owner's Risk subject to Express charges. SEE DIRECTIONS ON OTHER SIDE.
Please give prompt orders for disposition.

OUR REFERENCE No. 3632

H. E. ALBERT, Genl. Agent

SEE OTHER SIDE (566—7-39 PRINTED IN U.S.A.)

also

MBL

RECEIVED
JUL 6 1940
FOR [illegible]

173-B-2

July 6, 1940

CITY MOTOR TRUCKING COMPANY
6500 N. E. Ainsworth Street
Portland, Oregon

Gentlemen:

We are sending you today by express a fully executed copy of Contract No. 2331 which was awarded to you by the State Highway Commission on June 14, 1940, covering the grading and paving of the Rainier (6th St. E.-3rd St. W.) Section of the Columbia River Highway, in Columbia County.

This copy is for your records and files. We are also sending an executed copy to the surety on your bond.

Very truly yours,

STATE HIGHWAY COMMISSION
By

Secretary

MBL

July 6, 1940.

CONTINENTAL CASUALTY COMPANY
c/o Tate, Westenfelder & Berg, Inc.
Wilcox Building
Portland, Oregon

Gentlemen:

We are sending you today by express a fully executed copy of Contract No. 2331 which was awarded to City Motor Trucking Company by the State Highway Commission on June 14, 1940, covering the grading and paving of the Rainier (6th St.E-3rd St.W) Section of the Columbia River Highway in Columbia County.

Inasmuch as you are surety for the contracting firm on this job, we are sending you this copy of the contract for your records and files.

Very truly yours,

STATE HIGHWAY COMMISSION
By

Secretary

MBL

S-23-

FORM 3-A-1 5M 9-39

COMMISSIONERS
HENRY F. CABELL, CHAIRMAN, PORTLAND
E. B. ALDRICH, PENDLETON
HURON W. CLOUGH, CANYONVILLE

H. B. GLAISYER, SECRETARY

R. H. BALDOCK
STATE HIGHWAY ENGINEER
SALEM

C. B. McCULLOUGH
ASSISTANT STATE HIGHWAY ENGINEER
SALEM

OREGON STATE HIGHWAY COMMISSION
SALEM

July 1, 1940

IN REPLY PLEASE REFER TO FILE NO.

Mr. Alfred S. May,
City Recorder,
City of Rainier,
Rainier, Oregon.

Dear Sir:

Your letter of June 12th requesting the State Highway Commission to widen the sidewalk to include the 16-inch parking strip between the curb and the sidewalk on the Rainier job has been referred to this office.

This project is a Federal Aid project, and the Government does not approve of the construction of sidewalks other than replacements in kind. We are building under the contract new sidewalks in conformity with the existing sidewalks where same are damaged or disturbed. We can not change our plans to include additional sidewalk, which would cost approximately $650.00 at the contract price.

If the City wishes to fill in this parking strip later, they may do so without objection from the Highway Department, and, in fact, can make their own arrangements with the contractor at this time to do this extra work, making payment direct to the contractor for what may be done in addition to the work outlined in the contract.

Yours very truly,

F. D. EASON,
Division Engineer.

FDE:AM
cc Mr. H. G. Smith
Mr. Oscar Cutler ✓
Mr. L. D. Mars

RECEIVED
JUN 26 1940
FOR FILING

173-R-2

June 25, 1940

CITY MOTOR TRUCKING COMPANY
6500 N. E. Ainsworth
Portland, Oregon

Gentlemen:

This will acknowledge receipt of four copies of Contract No. 2331 signed by the president of your corporation. As it is necessary that they be signed also by the secretary we are returning them to you by express. Please have the secretary of the corporation sign each copy of the contract and bond and return them to this office at your earliest convenience.

Very truly yours,

STATE HIGHWAY COMMISSION
By

Secretary

DGD:MBL

COMMISSIONERS
HENRY F. CABELL, CHAIRMAN, PORTLAND
E. B. ALDRICH, PENDLETON
HURON W. CLOUGH, CANYONVILLE

H. B. GLAISYER, SECRETARY

R. H. BALDOCK
STATE HIGHWAY ENGINEER
SALEM
C. B. McCULLOUGH
ASSISTANT STATE HIGHWAY ENGINEER
SALEM

OREGON STATE HIGHWAY COMMISSION
SALEM

IN REPLY PLEASE
REFER TO FILE NO.

RECEIVED
JUN 21 1940
FOR FILING

FA 173-B-2

June 20, 1940

Mr. W. H. Lynch
District Engineer
Public Roads Administration
Post Office Box 3900
Portland, Oregon

Attention: Mr. T. M. Davis

Dear Sir:

There are enclosed herewith three copies of an encroachment and traffic resolution executed by the city authorities of Rainier, Oregon, for Project FA 173-B (2).

Very truly yours,

R. H. BALDOCK
State Highway Engineer

By Oscar Cutler

Oscar Cutler
Asst. Office Engineer

OC:ME

Encl.

cc Mr. J. W. Nash

Jean

RECEIVED
JUN 20 1940
FOR FILING

173-B-2

June 18, 1940

CITY MOTOR TRUCKING COMPANY
6500 N. E. Ainsworth Street
Portland, Oregon

Gentlemen:

We are sending you today by express four copies of Contract No. 2331 which was awarded to you by the State Highway Commission on June 14, 1940, covering the grading and paving of the Rainier (6th St. E.-3rd St. W.) Section of the Columbia River Highway, in Columbia County.

Kindly execute all four copies of this contract as to agreement and bond and return them to this office for approval by the State Highway Commission. When this has been done a fully executed copy will be returned to you for your records and files. We will also send an executed copy to the surety on your bond.

Your special attention is called to the paragraph under Section 5 (page 14) of the printed General Provisions, relating to the Workmen's Compensation Act. You will be expected to accept the terms of this Act and to carry on your work under this contract in strict conformance thereto.

Your attention is also called to the mimeographed page immediately preceding the colored pages, relating to payment by the contractor of amounts due hospital associations, et cetera.

Very truly yours,

STATE HIGHWAY COMMISSION
By

Secretary

MBL

S-55-~~40a~~

Salem
June 17, 1940

Correspondence - City of
Rainier

Mr. F. D. Eason
Division Highway Engineer
Salem, Oregon

Dear Sir:

Herewith correspondence from the City of Rainier, relative to filling in with cement the 18-inch park strip between the curb and the sidewalk.

Very truly yours,

R. H. BALDOCK
State Highway Engineer

By

Oscar Cutler
Asst. Office Engineer

OC:ME

Encl.

5-23-40

June 17, 1940

Mr. Alfred S. May
City Recorder
Rainier, Oregon

Dear Sir:

I wish to acknowledge receipt of the grade resolution and encroachment resolution relative to the proposed improvement of the Columbia River Highway in Rainier.

Your request relative to filling in the 18" park strip with cement is being referred to Mr. F. D. Eason, our Division Engineer, who will have someone contact the city officials and discuss this matter with you.

Very truly yours,

R. H. BALDOCK
State Highway Engineer

By

Oscar Cutler
Asst. Office Engineer

OC:MK

5-25-40a

June 17, 1940

Mr. Alfred S. May
City Recorder
Rainier, Oregon

Dear Sir:

I wish to acknowledge receipt of the grade resolution and encroachment resolution relative to the proposed improvement of the Columbia River Highway in Rainier.

Your request relative to filling in the 18" park strip with cement is being referred to Mr. F. D. Eason, our Division Engineer, who will have someone contact the city officials and discuss this matter with you.

Very truly yours,

R. H. BALDOCK
State Highway Engineer

By

Oscar Cutler
Asst. Office Engineer

OC:MK

5·23-4 aa

June 17, 1940

Mr. Fred W. Herman
City Attorney
Rainier, Oregon

Dear Sir:

I wish to acknowledge receipt of your letter of June 7, regarding the request of the City Council and Mayor relative to grade resolutions and encroachment resolutions sent to Mr. Alfred S. May, City Recorder, from this office, June 5. I requested Mr. L. D. Mars, our resident engineer at Astoria, to contact the city authorities, and as I have received the resolutions from the city I presume that he did so.

In Mr. May's letter of transmittal and telegram relative to the resolutions there is a request that the 18" park strip between the curb and the sidewalk be filled in with cement.

This request has been forwarded to our Division Engineer, Mr. F. D. Eason, who will designate someone to contact the city authorities to discuss this matter.

Very truly yours,

R. H. BALDOCK
State Highway Engineer

By

Oscar Cutler
Asst. Office Engineer

OC:MK

173-B-2

June 15, 1940

City Motor Trucking Company
6500 N. E. Ainsworth
Portland, Oregon

Gentlemen:

The State Highway Commission on June 14, 1940, awarded you the contract for 0.45 mile grading and paving on the Rainier (6th St. E.- 3rd St. W.) Section of the Columbia River Highway, in Columbia County. This award was based on your low bid of $24,736.50 submitted on that date.

Contract forms will be sent to you for execution within the next few days.

Very truly yours,

AM

Secretary

cc - Mr. S. H. Probert
Mr. G. S. Paxson

FEDERAL WORKS AGENCY
PUBLIC ROADS ADMINISTRATION
DISTRICT ONE

MONTANA
OREGON
WASHINGTON

POST OFFICE BUILDING
PORTLAND, OREGON

June 14, 1940

Mr. R. H. Baldock
State Highway Engineer
Salem, Oregon

Dear Sir:

This is to confirm our verbal concurrence in award of contract, as of this date, for Oregon Federal Aid Project No. 175-B (2), Rainier (6th St. E.-3rd St. W.) Section of Columbia River Highway, to City Motor Trucking Company, Portland, Oregon, who submitted the low bid.

Very truly yours,

W H Lynch

W. H. LYNCH
District Engineer

Phone 522

City of Rainier
Rainier, Oregon

RECEIVED
JUN 13 1940
OREGON
STATE HIGHWAY COMMISSION

June 12, 1940

RECEIVED
JUN 17 1940
DIVIS[illegible]ER
DIV

R. H. Baldock, State Highway Engineer,
Salem, Oregon.

Dear Sir: Attention of Oscar Cutler, Asst Office Engr

Kindly find herewith three copies of grade resolution and five copies of encroachment resolution that were passed last evening by the Common Council of the City of Rainier as per your request.

The Council also passed a resolution in which they request the State Highway Commission to eliminate the proposed 18" park strip by filling in same with cement the same as the sidewalk. They hope it will be possible for the Commission to grant this request. They understand that the telephone and or telegraph poles and the hydrants would need to be put in this strip before the cement work is done.

Very truly yours,

Alfred S. May
CITY RECORDER

5-23-13
(1940)

RESOLUTION

6-11-40

WHEREAS, State Highway No. 2 of the State of Oregon, known as the Highway, is routed through the City of

way that the free, convenient and safe

agree not to impose unreasonable limitations of speed upon said highway, nor impose any regulations of traffic which will operate to discriminate against traffic upon said highway by giving undue preference to traffic upon other intersecting streets or avenues.

NOW THEREFORE, IT IS HEREBY RESOLVED by the Common Council of the City of Rainier, Columbia County, Oregon, that no encroachments will be permitted on the streets and avenues traversed by State Highway No. 2 of the State of Oregon, known as the Columbia River Highway, which will permanently or unduly interfere with the free and convenient flow of

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CLASS OF SERVICE
This is a full-rate Telegram or Cablegram unless its deferred character is indicated by a suitable symbol above or preceding the address.

WESTERN UNION

1201

(48)

SYMBOLS
DL=Day Letter
NL=Night Letter
LC=Deferred Cable
NLT=Cable Night Letter
Ship Radiogram

R. B. WHITE, PRESIDENT
NEWCOMB CARLTON, CHAIRMAN OF THE BOARD
J. C. WILLEVER, FIRST VICE-PRESIDENT

The filing time shown in the date line on telegrams and day letters is STANDARD TIME at point of origin. Time of receipt is STANDARD TIME at point of destination

PRH48 10COLLECT=RAINIER ORG 12 1120A

OSCAR CUTLER= Chr

CARE OREGON STATEHIGHWAY COMM

BOTH RESOLUTIONS PASSEDCOUNCIL WISHES SMALL PARTY STRIP CEMENTED=

ALFRED MAY CITY RECORDER=

THE COMPANY WILL APPRECIATE SUGGESTIONS FROM ITS PATRONS CONCERNING ITS SERVICE

5-23-B
(1940)

RESOLUTION

6-11-40

WHEREAS, State Highway No. 2 of the State of Oregon, known as the Columbia River Highway, is routed through the City of Rainier, Columbia County, Oregon, a municipal corporation, and the route officially adopted for said highway by the State Highway Commission traverses the following street or streets, or avenues, of said city; to wit: Commercial Street, from a point 85 feet easterly from the intersection of 6th Street East with Commercial Street, to a point 18 feet westerly from the intersection of 3rd Street West and Commercial Street

And, WHEREAS, the State Highway Commission of the State of Oregon is desirous of receiving Federal Aid for the improvement of said highway,

And, WHEREAS, The ~~Bureau of Public Roads~~ Public Roads Administration of the ~~Department of Agriculture~~ Federal Works Agency of the United States will not participate in the construction of said highway until and unless the said City of Rainier will guarantee by resolution officially adopted by the City Council of said City, that no encroachments will be permitted upon the right-of-way of said highway within the corporate limits of said City, which will permanently obstruct or interfere with the free and convenient flow of traffic over said highway through said City; and will so regulate parking of vehicles on said streets or avenues traversed by said highway that the free, convenient and safe flow of traffic shall not be impeded; and agree not to impose unreasonable limitations of speed upon said highway, nor impose any regulations of traffic which will operate to discriminate against traffic upon said highway by giving undue preference to traffic upon other intersecting streets or avenues.

NOW THEREFORE, IT IS HEREBY RESOLVED by the Common Council of the City of Rainier, Columbia County, Oregon, that no encroachments will be permitted on the streets and avenues traversed by State Highway No. 2 of the State of Oregon, known as the Columbia River Highway, which will permanently or unduly interfere with the free and convenient flow of traffic along said highway; and will so regulate the parking of vehicles along said streets and avenues as not to impede the free, convenient and safe flow of traffic; and will not impose any unreasonable limitations of speed upon said highway, nor impose any regulation of traffic upon said highway which shall unduly discriminate against traffic upon said highway by giving undue preference to traffic upon other intersecting streets or avenues.

It being understood that nothing in this resolution of agreement by the City Council shall be construed so as to prevent or impair proper police regulations and the enforcement of all existing ordinances and regulations respecting the use of streets in said City, nor to prevent such temporary obstructions to traffic as may be necessitated by the construction of water or gas mains, sewers and other public improvements, or to preclude the proper use of said highway for the placement of telephone or electric light poles or other public service facilities.

Passed by the Common Council of the City of Rainier, Columbia County, Oregon, this 11th day of June 19[illegible].

Attest:

Wilbur J. Smith
Mayor

Alfred S. May
City Recorder

- - - - - - - - - - - - - - - - -

I hereby certify the foregoing to be a true copy of the original resolution passed by the Common Council of the City of Rainier, Columbia County, Oregon, on the 11th day of June 19[illegible], at the ~~regular~~ special meeting of said Common Council.

Dated this 12th day of June, 19[illegible].

Alfred S. May
City Recorder

FA-173(B)

RESOLUTION

6-11-40

WHEREAS, State Highway No. 2 of the State of Oregon, known as the Columbia River Highway, is routed through the City of Rainier, Columbia County, Oregon, a municipal corporation, and the route officially adopted for said highway by the State Highway Commission traverses the following street or streets, or avenues, or roads, of said city; to wit:

Commercial Street, from a point 85 ft. easterly from the intersection of 6th St. East with Commercial Street, to a point 18 ft. westerly from the intersection of 3rd Street West and Commercial Street

And, WHEREAS, the State Highway Commission of the State of Oregon is desirous of receiving Federal Aid for the improvement of said highway,

And, WHEREAS, the State Highway Commission of the State of Oregon has caused a survey to be made, and plans prepared for the improvement of the State Highway traversing the street or streets, or avenues, or roads, as described herein,

And, WHEREAS, if said proposed street improvement is carried out, the work will be done pursuant to a grade or grades fixed and established by the Highway Commission,

And, WHEREAS, the grade or grades and elevations to which the proposed improvement will be made are indicated upon the maps and plans prepared for the proposed improvement which are on file in the office of the Oregon State Highway Commission, at Salem, Oregon, copies of which have been submitted to the city for its record and for its approval, said grades being as follows, to wit:

Description of center line grade elevations at the intersection of Commercial Street with the hereinafter described points and street intersections:

85 ft. easterly from the intersection of 6th St. East
with Commercial Street- - - - - - - - - - - - - - - - - - - Els. 69.22

Intersection of 6th Street East with Commercial Street- - - - - - -	Ele. 70.19
Intersection of 5th Street East with Commercial Street- - - - - - -	Ele. 71.28
Intersection of 4th Street East with Commercial Street- - - - - - -	Ele. 65.28
Intersection of 3rd Street East with Commercial Street- - - - - - -	Ele. 61.14
Intersection of 2nd Street East with Commercial Street- - - - - - -	Ele. 54.54
Intersection of 1st Street and Commercial Street- - - - - - - - - -	Ele. 42.39
Intersection of 2nd Street West with Commercial Street- - - - - - -	Ele. 30.25
Intersection of 3rd Street West with Commercial Street- - - - - - -	Ele. 24.80
18 ft. westerly from the intersection of 3rd Street West with Commercial Street -	Ele. 24.74

And, WHEREAS, pursuant to Chapter 88, Oregon Laws 1931, and Chapter 529, Oregon Laws 1939, it is required that as a condition precedent to the change of the grade of any such street by the Commission, such grade change shall be consented to by the city.

NOW THEREFORE, IT IS HEREBY RESOLVED by the Common Council of the City of Rainier, Columbia County, Oregon, that the grades established by the State Highway Commission for the proposed improvement of the street or streets, or avenues, or roads, as described herein and which are traversed by State Highway No. 2 of the State of Oregon, known as the Columbia River Highway, the plans for which proposed improvement are on file in the office of the State Highway Commission at Salem, Oregon, and a copy or copies of which are on file in the records of the city, said grades being as follows, to wit:

Description of center line grade elevations at the intersection of Commercial Street with the hereinafter described points and street intersections:

85 ft. easterly from the intersection of 6th St. East with Commercial Street	Ele. 69.22
Intersection of 6th Street East with Commercial Street	Ele. 70.19
Intersection of 5th Street East with Commercial Street	Ele. 71.28
Intersection of 4th Street East with Commercial Street	Ele. 65.28
Intersection of 3rd Street East with Commercial Street	Ele. 61.14
Intersection of 2nd Street East with Commercial Street	Ele. 54.54
Intersection of 1st Street and Commercial Street	Ele. 42.39
Intersection of 2nd Street West with Commercial Street	Ele. 30.25
Intersection of 3rd Street West with Commercial Street	Ele. 24.80
18 ft. westerly from the intersection of 3rd Street West with Commercial Street	Ele. 24.74

are hereby approved, and consent is hereby given to such change, and the State Highway Commission hereby is permitted to construct, reconstruct, improve, repair, and/or maintain the said streets in accordance with said grade changes.

Passed by the Common Council of the City of Rainier, Columbia County, Oregon, this 11th day of June, 19~~3~~40.

BE IT FURTHER RESOLVED, that the Common Council does hereby agree, within its lawful authority but without financial obligation or liability, to cooperate with and aid the State Highway Commission in the accomplishment of such street construction, reconstruction, improvement, repair, and/or maintenance.

Attest:

Alfred S. May
City Recorder

Wilbur J. Smith
Mayor

- - - - - - - - - - - -

I hereby certify the foregoing to be a true copy of the original resolution passed by the Common Council of the City of Rainier, Columbia County, Oregon, on the 11th day of June, 1940, at the ~~regular~~ ~~or~~ special meeting of said Common Council.

Dated this 12th day of June, 1940.

Alfred S. May
City Recorder

5-23-~~4~~aa

PHONE 522

CITY OF RAINIER
RAINIER, OREGON

June 7th. 1940.

Mr. R. H. Baldock,
State Highway Engineer,
Salem, Oregon.

Attention: Mr. Oscar Cutler.

Dear Sir;

I have been instructed by Mayor Wilbur J. Smith of this City, to write you in regard to your letter of the 5th. inst., addressed to Alfred S. May, Recorder, in which you enclosed plans and profiles for the highway improvement in the City of Rainier.

The Mayor has asked me to say that the Council would like to have you send one of your men who is familiar with this project to Rainier to meet with him and the Street Committee to go over with them the proposed improvement, so that he can show them just what is intended to be done. None of the members of the committee is able to read the plans and visualize the finished project.

In regard to the resolution which you enclosed and which you asked the Council to pass, I would like to advise you that the charter of the city provides that no change can be made in the established grade of any street until notice to the property owners has been given by publication in the local newspaper for two consecutive weeks at least ten days before the date of a hearing to consider objections to the proposed change of grade. From the plans we cannot determine if it is proposed to change the established grade, but if so, the provisions of our charter must be followed.

If you will advise Mr. Smith what date you can have one of your engineers in Rainier, he will arrange to have the street committee meet with him. I remain,

Yours very truly.

City Attorney

5-23.

June 5, 1940

Mr. Alfred S. May
City Recorder
Rainier, Oregon

Dear Sir:

We are enclosing herewith four copies of a grade resolution and six copies of an encroachment resolution, required by the State and the Public Roads Administration where Federal and State funds are being expended for the improvement of city streets.

The Highway Commission is calling for bids to be opened on June 14, in Portland, for a section of the Columbia River Highway in Rainier, from 6th Street East to 3rd Street West.

Award of the contract can not be made until these forms have been executed by the proper city officials after they have been adopted by the City Council. We have been delayed in getting these forms to you, but I would appreciate it if a special meeting of the Council can be called the 10th or 11th of June, and the resolutions adopted, after which I would appreciate receiving three copies of the grade resolution and five copies of the encroachment resolution, properly executed. One copy of each should be retained for the city's records.

Under separate cover, we are sending you one blueprint copy of the plans for the improvement of the section of the Columbia River Highway in Rainier.

Very truly yours,

R. H. BALDOCK
State Highway Engineer

By

Oscar Cutler
Asst. Office Engineer

OC:ME

Encl.

FEDERAL WORKS AGENCY
PUBLIC ROADS ADMINISTRATION
DISTRICT ONE

MONTANA
OREGON
WASHINGTON

POST OFFICE BUILDING
PORTLAND, OREGON

May 29, 1940

RECEIVED

Mr. R. H. Baldock
State Highway Engineer
Salem, Oregon

Dear Sir:

P. S. & E. documents for Oregon Federal Aid Project No. 173-B (2), the Rainier Section of the Columbia River Highway, have today been recommended for approval, subject to final review and approval by the Commissioner of Public Roads. This is your authority to advertise for bids.

Copies of the usual town resolution should be forwarded with the agreement estimate.

Very truly yours,

W H Lynch

W. H. LYNCH,
District Engineer

RECEIVED
NOV 25 1940
FOR FILING

May 28, 1940

Mr. W. H. Lynch
District Engineer
Public Roads Administration
Post Office Box 3900
Portland, Oregon

Dear Sir:

Herewith are enclosed seven copies of estimate and three copies of right of way statement for the Rainier Section, Project No. FA 173-B (2).

Five bid proposals and five sets of blueprint plans are being sent under separate cover.

Very truly yours,

R. H. BALDOCK
State Highway Engineer

By

S. H. Probert
Office Engineer

Dict. by J. W. Nash/ME

Encl.

Oregon State Highway Department Federal Aid Project No. 173-B (2)

RAINIER (6TH ST. E.-3RD ST. W.) SECTION
OF THE COLUMBIA RIVER HIGHWAY IN COLUMBIA COUNTY

(Estimate to accompany plans and specifications. Not as basis for project agreement.)

Salem, Oregon, May 28, 1940

EXTENSION OF PROJECT

30' Asphaltic Concrete Pavement (Sta. 652+00 to 653+27.5)

All Required		Clearing and Grubbing		$	5.00
550	cu. yds.	Excavation, Single Classif.	$ .40		220.00
600	yd. mi.	Truck Haul	.15		90.00
.02	mile	Finishing Roadbed and Slopes	300.00		6.00
130	lin. ft.	Rounding Cutbanks	.10		13.00
30	cu. yds.	3" - 0" Material in Base	1.50		45.00
10	cu. yds.	3/4" - 0" Material in Shoulders and Surfacing	2.00		20.00
40	tons	Asphaltic Concrete	7.00		280.00
25	tons	Cutback Asphalt Wearing Surface	7.00		175.00
			Subtotal	$	854.00
			10% Engr. & Cont.		85.40
			Total	$	939.40

Length .024 mile
Cost per mile $ 39,141.66

46' Dual Type Pavement (Sta. 653+27.5 to 664+53.5)

All Required		Clearing and Grubbing		$	40.00
38	cu. yds.	Trench Excavation	$ 1.00		38.00
1,600	cu. yds.	Excavation, Single Classif.	.40		640.00
1,200	yd. mi.	Truck Haul	.15		180.00
0.21	mile	Finishing Roadbed and Slopes	300.00		63.00
500	lin. ft.	Rounding Cutbanks	.10		50.00
120	sq. yds.	Removal of Old Pavement	.40		48.00
1,060	sq. yds.	Removal of Sidewalks	.20		212.00
1,950	lin. ft.	Removal of Curbs and Gutters	.15		292.50
6	only	Removal of Catch Basins	5.00		30.00

2	only	Adjusting Manholes	$ 10.00	$ 20.00
40	lin. ft.	6" Sewer Pipe	.60	24.00
120	lin. ft.	8" Sewer Pipe	.80	96.00
50	lin. ft.	Pavement Cutting	.50	25.00
6	only	Concrete Catch Basins	25.00	150.00
18	cu. yds.	Concrete Curbs	25.00	450.00
1,060	sq. yds.	Concrete Sidewalks	1.50	1,590.00
190	sq. yds.	Concrete Driveway Aprons	2.00	380.00
100	cu. yds.	3" - 0" Material in Base	1.50	150.00
30	cu. yds.	3/4" - 0" Material in Shoulders and Surfacing	2.00	60.00
80	cu. yds.	½" - 0" Material in Base and Cushion Course	2.00	160.00
10	cu. yds.	Filler	.40	4.00
10	yd. mi.	Hauling Filler	.15	1.50
2,200	sq. yds.	Portland Cement Concrete Pavement	2.30	5,060.00
180	lin. ft.	3/4" Expansion Joints	.20	36.00
80	lin. ft.	½" Expansion Joints	.15	12.00
1,310	lin. ft.	Contraction Joints	.05	65.50
180	only	Dowels	.20	36.00
480	tons	Asphaltic Concrete	7.00	3,360.00
220	tons	Cutback Asphalt Wearing Surface	7.00	1,540.00
		Subtotal		$ 14,813.50
		10% Engr. & Cont.		1,481.35
		Total		$ 16,294.85

Length 0.213 mile
Cost per mile $ 76,501.64

50' Dual Type Pavement (Sta. 664+53.5 to 668+75)

All Required		Clearing and Grubbing		$ 20.00
10	cu. yds.	Trench Excavation	$ 1.00	10.00
500	cu. yds.	Excavation, Single Classif.	.40	200.00
.08	mile	Finishing Roadbed and Slopes	300.00	24.00
320	lin. ft.	Rounding Cutbanks	.10	32.00
70	sq. yds.	Removal of Old Pavement	.40	28.00
180	sq. yds.	Removal of Sidewalks	.20	36.00
250	lin. ft.	Removal of Curbs and Gutters	.15	37.50
2	only	Removal of Catch Basins	5.00	10.00
2	only	Adjusting Manholes	10.00	20.00
70	lin. ft.	8" Sewer Pipe	.80	56.00
30	lin. ft.	Pavement Cutting	.50	15.00
2	only	Concrete Catch Basins	25.00	50.00

4	cu. yds.	Concrete Curbs	$ 25.00	$ 100.00
180	sq. yds.	Concrete Sidewalks	1.50	270.00
82	sq. yds.	Concrete Driveway Aprons	2.00	164.00
320	cu. yds.	5" - 0" Material in Base	1.50	480.00
10	cu. yds.	3/4" - 0" Material in Shoulders and Surfacing	2.00	20.00
60	cu. yds.	½" - 0" Material in Base and Cushion Course	2.00	120.00
20	cu. yds.	Filler	.40	8.00
20	yd. mi.	Hauling Filler	.15	3.00
750	sq. yds.	Portland Cement Concrete Pavement	2.30	1,725.00
100	lin. ft.	3/4" Expansion Joints	.20	20.00
50	lin. ft.	½" Expansion Joints	.15	7.50
720	lin. ft.	Contraction Joints	.05	36.00
100	only	Dowels	.20	20.00
160	tons	Asphaltic Concrete	7.00	1,120.00
80	tons	Cutback Asphalt Wearing Surface	7.00	560.00
		Subtotal		$ 5,192.00
		10% Engr. & Cont.		519.20
		Total		$ 5,711.20

Length .079 mile
Cost per mile $ 72,293.67

ORIGINAL PROJECT

50' Dual Type (Sta. 668+75 to 669+89)

All Required		Clearing and Grubbing		$ 5.00
200	cu. yds.	Excavation, Single Classif.	$ .40	80.00
.02	mile	Finishing Roadbed and Slopes	300.00	6.00
40	sq. yds.	Removal of Old Pavement	.40	16.00
1	cu. yd.	Concrete Curb	25.00	25.00
8	sq. yds.	Concrete Driveway Aprons	2.00	16.00
150	cu. yds.	5" - 0" Material in Base	1.50	225.00
10	cu. yds.	3/4" - 0" Material in Shoulders and Surfacing	2.00	20.00
30	cu. yds.	½" - 0" Material in Base and Cushion Course	2.00	60.00
10	cu. yds.	Filler	.40	4.00
10	yd. mi.	Hauling Filler	.15	1.50
450	sq. yds.	Portland Cement Concrete Pavement	2.30	1,035.00
30	lin. ft.	3/4" Expansion Joints	.20	6.00
220	lin. ft.	Contraction Joints	.05	11.00
30	only	Dowels	.20	6.00

50	tons	Asphaltic Concrete	$ 7.00	$ 350.00
20	tons	Cutback Asphalt Wearing Surface	7.00	140.00
		Subtotal		$ 2,006.50
		10% Engr. & Cont.		200.65
		Total		$ 2,207.15

Length .022 mile
Cost per mile $ 100,325.00

46' Dual Type (Sta. 669+89 to 671+29.5)

All Required		Clearing and Grubbing		$ 10.00
12	cu. yds.	Trench Excavation	$ 1.00	12.00
150	cu. yds.	Excavation, Single Classif.	.40	60.00
.03	mile	Finishing Roadbed and Slopes	300.00	9.00
20	sq. yds.	Removal of Old Pavement	.40	8.00
60	sq. yds.	Removal of Sidewalks	.20	12.00
50	lin. ft.	8" Sewer Pipe	.80	40.00
2	only	Concrete Catch Basins	25.00	50.00
2	cu. yds.	Concrete Curbs	25.00	50.00
60	sq. yds.	Concrete Sidewalks	1.50	90.00
50	cu. yds.	3" - 0" Material in Base	1.50	75.00
10	cu. yds.	3/4" - 0" Material in Shoulders and Surfacing	2.00	20.00
20	cu. yds.	½" - 0" Material in Base and Cushion Course	2.00	40.00
5	cu. yds.	Filler	.40	2.00
5	yd. mi.	Hauling Filler	.15	.75
300	sq. yds.	Portland Cement Concrete Pavement	2.30	690.00
20	lin. ft.	3/4" Expansion Joints	.20	4.00
20	lin. ft.	½" Expansion Joints	.15	3.00
150	lin. ft.	Contraction Joints	.05	7.50
20	only	Dowels	.20	4.00
70	tons	Asphaltic Concrete	7.00	490.00
25	tons	Cutback Asphalt Wearing Surface	7.00	175.00
		Subtotal		$ 1,852.25
		10% Engr. & Cont.		185.22
		Total		$ 2,037.47

Length .027 mile
Cost per mile $ 75,461.85

Asphaltic Concrete Taper Connection (Sta. 671+29.5 to 676+00)

All Required		Clearing and Grubbing		$ 20.00
.09	mile	Finishing Roadbed and Slopes	$ 300.00	27.00
100	cu. yds.	3" - 0" Material in Base	1.50	150.00
30	cu. yds.	3/4" - 0" Material in Shoulder and Surfacing	2.00	60.00
10	cu. yds.	½" - 0" Material in Base and Cushion Course	2.00	20.00
5	cu. yds.	Filler	.40	2.00
5	yd. mi.	Hauling Filler	.15	.75
100	tons	Asphaltic Concrete	7.00	700.00
60	tons	Cutback Asphalt Wearing Surface	7.00	420.00
			Subtotal	$ 1,399.75
			10% Engr. & Cont.	139.97
			Total	$ 1,539.72

Length .089 mile
Cost per mile $ 17,300.22

SUMMARY OF FUNDS REQUESTED

Item	Total Cost	Federal Aid Funds	State Funds
Extension of Project			
30' A. C. Pavement	$ 939.40	$ 573.00	$ 366.40
46' Dual Type Pavement	16,294.85	9,943.00	6,351.85
50' Dual Type Pavement	5,711.20	3,485.00	2,226.20
Original Project			
50' Dual Type Pavement	2,207.15	1,347.00	860.15
46' Dual Type Pavement	2,037.47	1,243.00	794.47
A. C. Taper Connection	1,539.72	939.00	600.72
	$ 28,729.79	$ 17,530.00	$ 11,199.79

RAINIER SECTION

PROJECT NO. FA 173-B (2)

All necessary right of way has been acquired for this project.

R. H. BALDOCK
State Highway Engineer

By

S. H. Probert
Office Engineer

May 28, 1940

CONTRACT# [redacted] 2332

9-1113 North Canal Bridge
The Dalles-California Hwy. 1940

2332

RECEIVED
SEP 27 1940
FOR FILING

9-1113

September 26, 1940

General Casualty Company of America
Mansfield & Company
Lewis Building
Portland, Oregon

Gentlemen:

You are hereby notified that State Highway Contract No. 2332 for remodeling and widening the North Canal Bridge on The Dalles-California Highway, in Deschutes County. has been completed by the contractors, Birkemeier & Saremal, and that final settlement will be made by the state with said contractors for work done under said contract on or after October 7, 1940.

The state is not advised of any unpaid claims for labor or materials, or of the existance of any claims, debts, dues or demands incurred in the performance of such work and remaining unsatisfied, and you are advised that the state assumes no responsibility for any such claims should there be any.

This notice is served upon you as you appear surety on the bond furnished by the above contractor. Kindly acknowledge receipt of this letter.

For your information we wish to advise that the total amount paid the contractors in connection with this contract will be $3,220.90, including final payment, and that no force account work was performed therein.

Very truly yours,

STATE HIGHWAY COMMISSION

By

Secretary

DD:AM

2332

RECEIVED

4-1113

OREGON STATE HIGHWAY COMMISSION

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
September 3, 1940

Subject: North Canal Bridge

To: Mr. H. B. Glaisyer
Secretary
Office

Dear Sir:

For your information, Birkemeier & Saremal completed work on Contract No. 2332, North Canal Bridge Widening Project in Deschutes County, on August 7, 1940. Will you please secure authority from the Commission to pay the final estimate on this job. The date specified in the contract for completion was September 30, 1940.

Yours very truly,

G. S. Paxson
Bridge Engineer

By W A Reeves

W. A. Reeves
Bridge Office Engr.

CAG:TH

REFERRED TO Westart
BY SECRETARY

APPROVED BY HIGHWAY COMMISSION
DATE Oct 11, 1940
HBGlaisyer
Secretary

RECEIVED
JUL 2 1940
FOR FILING

9-113

July 1, 1940

BIRKEMEIER & SAREMAL
442 Sherlock Building
Portland, Oregon

Gentlemen:

We are sending you today by express a fully executed copy of Contract No. 2332 which was awarded to you by the State Highway Commission on June 14, 1940, covering the construction of the North Canal Bridge near Bend, in Deschutes County.

This copy is for your records and files. We are also sending an executed copy to the surety on your bond.

Very truly yours,

STATE HIGHWAY COMMISSION
By

Secretary

MBL

July 1, 1940

GENERAL CASUALTY COMPANY OF AMERICA
Mansfield & Company, Local Agents
Lewis Building
Portland, Oregon

Gentlemen:

We are sending you today by express a fully executed copy of Contract No. 2332 which was awarded to Birkemeier & Saremal by the State Highway Commission on June 14, 1940, covering the construction of the North Canal Bridge near Bend, in Deschutes County.

Inasmuch as you are surety for the contractors on this job, this copy of the contract is being furnished you for your records and files.

Very truly yours,

STATE HIGHWAY COMMISSION
By

Secretary

MEL

RECEIVED
JUN 20 1940
FOR FILING

9-1113

June 18, 1940

Birkemeier & Saromal
442 Sherlock Building
Portland, Oregon

Gentlemen:

We are sending you today by express four copies of Contract No. 2332 which was awarded to you by the State Highway Commission on June 14, 1940, covering the construction of the North Canal Bridge on The Dalles-California Highway near Bend, in Deschutes County.

Kindly execute all four copies of this contract as to agreement and bond and return them to this office for approval by the State Highway Commission. When this has been done a fully executed copy will be returned to you for your records and files. We will also send an executed copy to the surety on your bond.

Your special attention is called to the paragraph under Section 7 (page 13) of the printed General Provisions, relating to the Workmen's Compensation Act. You will be expected to accept the terms of this Act and to carry on your work under this contract in strict conformance thereto.

Very truly yours,

STATE HIGHWAY COMMISSION
By

Secretary

MBL

9-1113

June 15, 1940

Birkemeier & Saremal
Milwaukie, Oregon

Gentlemen:

The State Highway Commission on June 14, 1940, awarded you the contract for remodeling and widening the North Canal Bridge on The Dalles-California Highway at the north city limits of Bend, in Deschutes County. This award was based on your low bid of $3,145.00 submitted on that date.

Contract forms will be sent to you for execution within the next few days.

Very truly yours,

Secretary

AM

cc - Mr. S. H. Probert
Mr. G. S. Paxson

REFERRED TO
RHB
By Asst. State Highway Engineer

3b

COMMISSION
NDENCE

I recommend the authorization of this expenditure. It should be acted upon by Commission this week.

Dear Sir:

The Reclamation Service is to build a structure across The Dalles-California Highway near the north city limits of Bend. We are asking that they build this structure the full width of our standard roadway which is 42 feet.

About 200 feet north of the site of this new structure is our bridge over the Pilot Butte Canal. This bridge is a single 40-foot span with a roadway width of 20 feet. I would recommend that this bridge be widened before the Reclamation Service starts construction of the proposed new structure. We would then be in a much better position to ask for a full roadway width bridge from them, and it would also greatly facilitate the carrying of traffic during their construction. The existing bridge is at the city limits, and we have a considerable volume of pedestrian traffic in addition to heavy vehicular traffic. It is estimated that the cost of widening this structure would be approximately $4,000.

Very truly yours,

G S Paxson

G. S. Paxson
Bridge Engineer

OK

GSP CM

REFERRED TO
[illegible]
By State Highway Engineer
agenda attach map

C.F.

36

OREGON STATE HIGHWAY COMMISSION
INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
April 27, 1940

Subject:

To:
Mr. C. B. McCullough
Assistant State Highway Engineer
Office

Dear Sir:

The Reclamation Service is to build a structure across The Dalles-California Highway near the north city limits of Bend. We are asking that they build this structure the full width of our standard roadway which is 42 feet.

About 200 feet north of the site of this new structure is our bridge over the Pilot Butte Canal. This bridge is a single 40-foot span with a roadway width of 20 feet. I would recommend that this bridge be widened before the Reclamation Service starts construction of the proposed new structure. We would then be in a much better position to ask for a full roadway width bridge from them, and it would also greatly facilitate the carrying of traffic during their construction. The existing bridge is at the city limits, and we have a considerable volume of pedestrian traffic in addition to heavy vehicular traffic. It is estimated that the cost of widening this structure would be approximately $4,000.

Very truly yours,

G S Paxson

G. S. Paxson
Bridge Engineer

OK

GSP CM

REFERRED TO
State Highway Engineer

Agenda attach map

C.F.

CONTRACT# [redacted] 2333

15-2007 Medford Maint. Station Landscaping
Pacific Highway 1940

2333

R.H. Baldock

15-2007

RECEIVED
APR 21 1942
FOR FILING

April 14th, 1942

FINAL COST ANALYSIS
Medford Maintenance Station Landscaping
Pacific Highway in Jackson County

Contract No. 2333 — Prefix 15-2007

A. T. Fox, Contractor — P. P. Whitmore, Resident Engineer

Item	Cost	Quantity	Unit Cost	Unit Bid	Gross Revenue
Concrete Curbs	$984.93	926 Lin. Ft.	$1.06	$0.85	$787.10
" Catch Basins	73.00	3	24.33	20.00	60.00
" Sidewalks	131.61	51 Sq. Yd.	2.58	1.75	89.25
Automatic Irrigation System	1,132.72	100%	1012.72	1198.00	1,198.00
Brick Masonry Posts	270.77	100%	255.77	290.00	290.00
Earth Borrow	340.44	486 Cu. Yd.	0.70	0.75	364.50
Furnish & Place Topsoil	366.51	470 Cu. Yd.	0.78	1.00	470.00
Lawn Construction	289.23	24.11 M-Sq. Ft.	12.00	14.00	337.54
Peat Moss	50.03	12 Bales	4.17	5.00	60.00
Commercial Tankage	48.73	0.5 Ton	97.46	80.00	40.00
Furnish & Place Trees and Shrubs	545.90	100%	545.90	600.00	600.00
PA #1, 1" Gate Valve	7.50	1	7.50	7.50	7.50
	$4,241.37				$4,303.89

Gross Revenue	$4,303.89
Total Cost	4,241.37
Net Profit	$62.52

NOTED
State Highway Engineer

Net Profit Equals 1.45% of Gross Revenue

Contract No. 2333

Details of Cost

Labor:				
Supervision			$177.60	
Labor			1,081.81	
State Industrial Accident			44.09	
Unemployment Compensation			37.78	
Old Age Benefit			12.59	
				$1,353.87
Materials:				
Concrete Aggregate	55.5 cu. yd.	at $1.35	$74.93	
Cement	55.5 bbl.	" 2.87	637.14	
Lumber & Supplies for Forms			100.00	
Catch Inlet Grates	3	" 12.00	36.00	
Metal for Irrigation System			529.83	
Metal for Brick Masonry Posts			157.50	
Earth Borrow	486 cu. yd.	" 0.65	315.90	
Topsoil	470 " "	" 0.65	305.50	
Grass Seed			18.86	
Peat Moss	1,200 lbs.	at $2.40 per cwt.	28.80	
Commercial Tankage	1,000 " "	2.75 per cwt.	27.50	
1" Gate Valve			7.50	
Trees & Shrubs			300.00	
				2,539.46
Miscellaneous:				
Equipment Rental			$130.00	
Gas, Oil & Grease			40.00	
Freight & Move In			30.00	
Miscellaneous Expenses			36.88	
Overhead Expense			35.00	
Home Office Expense			33.12	
Bond			43.04	
				348.04
Total Cost				$4,241.37

Contract No. 2333

Remarks:

This was a "State Project" and consisted of furnishing and placing earth borrow and topsoil cover, installation of irrigation system, small concrete structures, planting trees, seeding lawn and other incidental work. The contract was bid and awarded June 14th, 1940; work was started July 1st, and completed December 9th, 1940.

A small crew under supervision of the contractor did all the concrete work. The irrigation system was then installed, and the area brought up to grade with borrow material and topsoil. By August all work was completed except planting of lawn, trees and shrubs. Most of the planting was done in December.

Bid prices did not permit much margin of profit, but the contractor earned wages and a very slight profit on the job.

E. H. Clymer
Cost Analyst

By . . M. G. Smith

RECEIVED
JUN 27 1941
FOR FILING

15-2007

June 26, 1941

The Aetna Casualty & Surety Co.
Bates, Lively and Pearson
Yeon Building
Portland, Oregon

Gentlemen:

You are hereby notified that State Highway contract No. 2333 for work on the Medford Maintenance Station on the Pacific Highway in Jackson County has been completed by the contractor Arthur T. Fox, 1065 S. Liberty, Salem, Oregon, and that final settlement will be made on or after July 7, 1941.

The state is not advised of any unpaid claims for labor or materials, or of the existence of any claims, debts, dues, or demands incurred in the performance of such work and remaining unsatisfied, and you are advised that the state assumes no responsibility for any such claims should there be any.

This notice is served upon you since you appear as surety on the bond furnished by the above contractor. Kindly acknowledge receipt of this letter.

For your information we wish to advise that the total amount paid the contractor in connection with this contract will be $4,312.79, including final payment and that no force account work was performed therein. This contract was completed on Dec. 7, 1940, and accepted by the Commission on February 28, 1941.

Yours very truly,

STATE HIGHWAY COMMISSION

By

OA

Secretary

NOTED
D. G. DeSart

RECEIVED
APR 29 1941
FOR FILING

15-2009

April 29, 1941

Mr. Arthur T. Fox
1065 S. Liberty
Salem, Oregon

Dear Sir:

At the meeting of the State Highway Commission held on February 28, 1941, the following action was taken on your request for extension of time:

"The Commission considered a request from contractor Arthur T. Fox for an extension of time of 22 days, from November 15 to December 7, 1940, within which to complete his contract No. 2333 with the State Highway Commission for landscaping work at the Medford maintenance station on the Pacific Highway, in Jackson County. He alleged that his failure to complete the project within the specified time limit was due to adverse weather conditions and orders from the Landscape Engineer to postpone the planting of certain shrubs. The Engineer advised that the reasons given by Mr. Fox for failure to complete the job within the specified time limit are correct. He recommended the granting of the extension of time requested without penalty. The Commission approved the recommendation."

Very truly yours,

OREGON STATE HIGHWAY COMMISSION

By

Secretary

DS

cc - K. D. Lytle

FORM E-30

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9

OREGON STATE HIGHWAY COMMISSION

INTER-DEPARTMENT CORRESPONDENCE

OFFICE COPY

Salem, Oregon
February 26, 1941

15-2007

Subject: Acceptance of Completed Contract

To: Mr. H. B. Glaisyer, Secretary
Oregon State Highway Commission
Office

Dear Sir:

All work has been completed on the following state highway contract.

Contract No. 2333, with Arthur T. Fox, for landscaping on the Medford Maintenance Station Section of the Pacific Highway in Jackson County, was completed on December 7, 1940.

Acceptance of the above listed project by the State Highway Commission is hereby recommended.

Very truly yours,

R. H. BALDOCK
Chief Engineer

By S. H. Probert

S. H. Probert
Office Engineer

Dict. by J. Rhodes/GS

cc Mr. D. G. DeSart
Mr. J. W. McCallister

APPROVED BY HIGHWAY COMMISSION
DATE February 28, 1941
H B Glaisyer
Secretary

NOTED
D. G. DeSart

RECEIVED

15-2007

February 17, 1941

The Aetna Casualty & Surety Co.
Bate, Lively & Pearson
Yeon Building
Portland, Oregon

Dear Sir:

You are advised that it is the intention of the State Highway Commission to make semi-final payment to Arthur T. Fox, 1065 S. Liberty, Salem, on contract No. 2333, for landscaping the Medford Maintenance Station on the Pacific Highway in Jackson County. This payment, in the amount of $171.87, will be made on or after February 27, 1941. The retained percentage is $129.38.

The state is not advised of any unpaid claims for labor or materials, or of the existence of any claims, debts, dues, or demands incurred in the performance of such work and remaining unsatisfied, and you are advised that the state assumes no responsibility for any such claims should there be any.

Kindly acknowledge receipt of this letter.

Yours very truly,

STATE HIGHWAY COMMISSION

By

Secretary

DGD:OA

NOTED
D. G. DeSart

Form E-1—5M—5-40

✓

OREGON STATE HIGHWAY COMMISSION

FIELD ENGINEER'S WEEKLY REPORT

FOR CONSTRUCTION PROJECTS ONLY

For Week Ending December 21st., 1940, *19*

Section Medford Maintenance Station

Kind of work Landscaping

Highway Pacific

Section prefix 15 - 2007

Contractor Arthur T. Fox

Contract number 2333

Date of contract June 14th., 1940, *19*

Date of completion November 15th., 1940, *19*

Date work started July 2nd., 1940, *19*

Estimated date of completion December 7th., 1940

Amount of contract $ 3,898.00

Per cent of time elapsed 120% %

Estimated cost of completed project, exclusive of engineering $ 4,300.00

Per cent of contract completed, based on total contract price 100% %

Engineering cost to date, $ 300.00, 7.0% %

Date project was completed , *19*

General information covering progress of work by party and by contractor, important development, instructions to contractors, instructions from Division Engineers, exchanges in personnel of party, etc.:

Party remeasured concrete curbs and lawn areas. Put same on sketch map and computed length of curbs and area of lawn.

NOTED
RAY WEBBER

Signed [illegible] E. Roberts.

Address P. O. Box 306, Grants Pass, Oregon.

Mail original copy to Salem and duplicate copy to Division Engineer on Saturday of each week, retain triplicate copy for your own file

	GRADING	SURFACING	MAINTENANCE MATERIALS	OIL AND BITUMINOUS MACADAM	PAVING
Miles in project					
Miles partially completed					
Miles completed					
Total estimated quantities					
Estimated quantities moved or placed to date					
Average daily quantities					
Average daily quantities necessary to complete project on time					
Number shifts per day					
Hours per shift					
Average force on project for week					

Percentages of men employed on contract to be secured from:

.... County, ...%; .... County, ...%; .... County, ...%; .... County, ...%

	NUMBER USED AND SECURED FROM					CONTRACTOR'S KEY MEN, ETC.	TOTAL
	COUNTY	COUNTY	COUNTY	COUNTY	OTHER SOURCES		
Men							
Men and teams							
Men and trucks under 3 tons							
Men and trucks over 3 tons							
Men and tractors							

Equipment used during week: Shovels ...., Power graders ...., Rollers ...., Mixers ...., Crushing or screening plants ....,

Compressors ...., Bulldozers .... Sheet-foot rollers ...., ..., ..., ...

	WEATHER	HRS. DELAY	CAUSE OF DELAY
Sunday	Cold Rain		
Monday	Rain		
Tuesday	Rain		
Wednesday	Rain		
Thursday	Rain		
Friday	Rain		
Saturday,	Cloudy		

STATE PRINTING DEPT.

RECEIVED
JUL 2 1940
FOR FILING

July 1, 1940

Mr. Arthur T. Fox
1065 South Liberty St.
Salem, Oregon

Dear Sir:

We are handing you herewith a fully executed copy of Contract No. 2333 which was awarded to you on June 14, 1940, for landscaping the Medford Maintenance Station on the Pacific Highway, in Jackson County. This is for your records and files.

Very truly yours,

STATE HIGHWAY COMMISSION

By

Secretary

DD:AM

July 1, 1940

The Aetna Casualty & Surety Co.
Bates, Lively & Pearson
Yeon Building
Portland, Oregon

Gentlemen:

We are forwarding to you today, by express, a fully executed copy of Contract No. 2333 which was awarded to Arthur T. Fox on June 14, 1940, for landscaping the Medford Maintenance Station on the Pacific Highway, in Jackson County.

This is being forwarded to you inasmuch as you appear surety on the bond furnished by Mr. Fox and is for your records and files.

Very truly yours,

STATE HIGHWAY COMMISSION

By

Secretary

DD:[illegible]

RECEIVED
JUN 20 1940
FOR FILING

15-2007

June 18, 1940

Mr. Arthur T. Fox
1065 South Liberty Street
Salem, Oregon

Dear Sir:

We hand you herewith four copies of Contract No. 2333 which was awarded to you by the State Highway Commission on June 14, 1940, covering the landscaping of the Medford Maintenance Station on the Pacific Highway, in Jackson County.

Kindly execute all four copies of this contract as to agreement and bond and return them to this office for approval by the State Highway Commission. When this has been accomplished a fully executed copy will be returned to you for your records and files. We will also send an executed copy to the surety on your bond.

Your special attention is called to the paragraph under Section 5 (page 14) of the printed General Provisions, relating to the Workmen's Compensation Act. You are expected to accept the terms of this Act and to carry on your work under this contract in strict conformance thereto.

Your attention is also called to the paragraph on the mimeographed page immediately preceding page 121, relating to the payment by the contractor of amounts due hospital associations, et cetera.

Very truly yours,

STATE HIGHWAY COMMISSION
By

Secretary

MBL

15-2007

June 15, 1940

Mr. Arthur T. Fox
1065 South Liberty
Salem, Oregon

Dear Sir:

The State Highway Commission on June 14, 1940, awarded you the contract for the Medford maintenance station landscaping project on the Pacific Highway, in Jackson County. This award was based on your low bid of $3,898.00 submitted on that date.

Contract forms will be sent to you for execution within the next few days.

Very truly yours,

Secretary

AH

cc - Mr. S. H. Probert
Mr. G. S. Paxson

CONTRACT# 2334

22-1106 Albany-Crabtree Corner Section
Santiam Highway 1940
2334

R. H. Baldock

COST ANALYSIS - FINAL REPORT
ALBANY - CRABTREE CORNER SECTION
South Santiam Highway

Contract #2334
Warren Northwest, Inc., Contractor

Prefix 22-1106
R. A. Furrow, Res. Engineer

Description	Cost	Quantity		Unit Cost	Unit Bid	Gross Revenue
3"-0" Gravel in Base & Shoulders	$19,675.44	33,790.5	Cu.Yd.	0.58	0.65	$21,963.82
1"-0" Mat'l. in Level Course and Shoulders	5,851.33	3,412.5	" "	1.71	1.75	5,971.88
Sprinkling	724.24	529.65	M-Gal.	1.37	1.50	794.48
Portland Cement in Base Mixture	5,528.15	1,934	Bbls.	2.86	2.70	5,221.80
Water in Base Mixture	81.26	78.14	M-Gal.	1.04	1.00	78.14
Aggregate in Base Mixture	11,306.70	6,053.1	Ton	1.87	2.10	12,711.51
Asphaltic Concrete	13,964.38	3,424.75	"	4.07	4.75	16,267.56
Cutback Asphalt Wear. Surf.	3,289.39	833	"	3.95	4.75	3,956.75
Salvage Detour Surfacing	170.25	All				500.00
Preparation of Base	150.24	3.96	Mi.	37.93	100.00	396.00
Mineral Aggregate in Place	5,982.43	2,896	Cu.Yd.	2.06	2.25	6,516.00
RC3 in Seal	1,030.68	54.6	Ton	18.87	17.00	928.20
RC2 " "	1,105.15	47.83	"	23.12	20.00	956.60
Asphalt in Place	3,901.95	174.64	"	22.34	20.00	3,492.80
	$72.761.59					$79,755.05

Gross Revenue	$79,755.05
Total Cost	72,761.59
Net Profit	6,993.46

NOTED
State Highway Engineer

Net Profit Equals 8.8% of the Gross Revenue

ALBANY - CRABTREE CORNER

Detail of Cost

LABOR:

Supervision	$ 1,338.13	
Labor	13,294.16	
State Industrial Insurance	951.09	
Unemployment Insurance	438.97	
Social Security	146.32	$ 16,168.67

MATERIALS:

Royalty 3"-0"	17,254	Cu.Yd.	@	$ 0.03	517.62	
Purchase 1"-0"	3,412.5	" "	@	1.00	3,412.50	
Grade "D" Asphalt	209.91	Ton	@	13.754	2,887.10	
RC4	44.05	"	@	13.509	595.07	
Asphalt Conc. Aggregate	3,481	Cu.Yd.	@	0.90	3,132.90	
Mineral Aggregate	2,896	" "	@	1.00	2,896.00	
RC3	54.6	Ton	@	11.658	636.53	
RC2	47.83	"	@	15.767	754.14	
151-200 Asphalt	174.64	"	@	15.004	2,620.30	$ 17,452.16

Sub-Contract Albany Sand & Gravel Company:

Cement Stabilized Base (Furnish, Mix & Haul Materials)

Aggregate in Base Mix	6,053.1	Ton	@	1.50	9,079.65	
Portland Cement in Base	1,931.6	Bbl.	@	2.70	5,215.34	
Water in Base Mixture	78.14	M-Gal.	@	1.00	78.14	$ 14,373.11

Equipment Rental, Small Tools & Misc. Supplies:

Hired trucks, including Gas, Oil & Grease	$ 10,245.20	
Equipment Rental	4,011.20	
Gas, Oil & Grease	2,950.61	
Main Office Expense	2,392.00	
Small Tools & Misc. Supplies	1,626.59	
Repairs	1,611.72	
Freight & Cartage	1,132.78	
Bond	797.55	$ 24,767.65

TOTAL COST	$ 72,761.59

ALBANY - CRABTREE CORNER

Breakdown of Costs

3"-0" Gravel in Base & Shoulders:

	Cost	Quantity	Unit Cost
Load	$ 2,852.66	33,790.5 Cu. Yd.	$ 0.084
Haul	10,898.83	" " "	0.322
Handle on Road	3,656.95	" " "	0.108
Royalty	517.62	" " "	0.015
Supervision & Overhead Expense	1,749.38	" " "	0.052
	$ 19,675.44	33,790.5 Cu. Yd.	$ 0.58

17,254 cubic yards were taken from the Hammagren pit near the Nebergall Meat Packing plant, and a royalty of 0.03 per cubic yard was paid. The remainder was taken from a bar in the Santiam River near Sanderson Bridge 1.5 miles North of the North end of the project.

1"-0" Material in Level Course & Shoulders:

3,412.5 Cubic Yards

Load	$ 616.59	3,412.5 Cu. Yd.	$ 0.17
Haul	846.30	" " "	0.25
Handle on Road	632.90	" " "	0.19
Purchase Cost	3,412.50	" " "	1.00
Supervision & Main Office Expense	343.04	" " "	0.10
	$ 5,851.33	3,412.5 Cu. Yd.	$ 1.71

Material was purchased in stockpile at the North end of the project for $1.00 per cubic yard.

Asphaltic Concrete Pavement:

Asphaltic Concrete 3,424.75 Ton, Cutback 833 Ton.

Move In, Set Up & Dismantle	$ 1,481.24	4,257.75 Ton	$ 0.35
Load & Haul Aggregate to Plant	789.73	" "	0.18
Mix	2,945.65	" "	0.69
Haul to Road	1,256.04	" "	0.30
Handle on Road	2,772.62	" "	0.65
Purchase of Materials	6,615.07	" "	1.55
Supervision & Overhead Expense	1,393.42	" "	0.33
	$ 17,253.77	4,257.75 Ton	$ 4.05

The 1,500 pound batch plant was set up near the Nebergall Meat Co. Plant; aggregates were purchased in stockpile for $0.90. Material was handled at the plant with a 1¼ cubic yard shovel and 50 h.p. tractor, hauled in 5 ton trucks, and handled on the road with a self powered spreader box and a ten ton roller. Average production was 32.4 ton an hour.

Oiling:

RC3 54.6 Ton RC2 47.83 Ton Asphalt 174.64 Ton

Heat and Load	$ 619.14	277.07 Ton	$ 2.23
Haul	300.58	" "	1.08
Spread	829.67	" "	2.99
Purchase of Materials	4,010.97	" "	14.47
Supervision & Main Office Expense	277.42	" "	1.00
	$ 5,782.14	277.07 Ton	$ 21.77

ALBANY - CRABTREE CORNER

Breakdown of Costs

The high cost is due to the small quantity and delays due to rain.

Mineral Aggregate: 2,896 Cubic Yards.

	Cost	Quantity	Unit Cost
Load	$ 698.96	2,896 Cubic Yard	$ 0.24
Haul	990.43	" " "	0.34
Handle on Road	974.68	" " "	0.33
Purchase Cost	2,896.00	" " "	1.00
Supervision & Main Office Expense	422.36	" " "	0.15
	5,982.43	2,896 Cubic Yard	2.06

Cement Bound Base Mixture: Cement - 1,934 Bbls; Water 78.14 M-Gal; Aggregate 6,053.1 Ton.

Albany Sand & Gravel Co.		Cost	Cement	Water	Aggregate
Main Office		143.00	7.86	6.89	128.25
Materials					
1,934 Bbl. Cement	@ $2.63	5,086.42	5,086.42		
6,053.1 Ton. Agg.	@ 0.60	3,631.86			3,631.86
Plant Set Up		241.44	13.27	11.63	216.54
Load & Haul to Plant		1,162.26			1,162.26
Mix		439.61	24.17	21.17	394.27
Haul to Road		1,401.80	77.06	67.50	1,257.24
Sprinkle		137.35		137.35	
Warren Northwest, Inc.					
Handle on Road		1,905.96	100.30	169.13	1,636.53
TOTAL			5,309.08	413.67	8,426.95
Quantity			1,934 Bbl.	78.14 M-Gal	6,053.1 Ton
Unit Cost			$ 2.74	$ 5.29	$ 1.39

The unit costs were secured by prorating according to weight. The aggregate was produced by the Albany Sand & Gravel Company and stockpiled at the north end of the section to be surfaced where the batching plant was also erected. Two small shovels were used to load the aggregate out of stockpile, and two small dump trucks hauled to the plant. The material was there weighed out and hauled to the road in 1½ cubic yard transit mix trucks. Warren Northwest, Inc., then handled the material on the road with a 10 ton roller and power blade. The hunt process was used for curing.

The cost of operations by the Albany Sand & Gravel Company were costly due to rented equipment excessive labor, placing the batch plant at one end of the project thereby increasing the haul, use of small scales which required two charges before the transit mix trucks were full and poor placement of the stockpiles, thereby requiring two shovels for loading the aggregate.

ALBANY - CRABTREE SECTION

REMARKS:

This contract was bid and awarded June 14, 1940. Work was started July 30, and the contract was completed October 10th.

In the 5.18 miles of the job the specifications called for 2.82 miles of pit run gravel base, 1.13 miles of cement stabilized base, 1.97 miles of 0.9 oil mat, 1.98 miles of B2 macadam wearing surface and 1.22 miles of asphaltic concrete pavement.

The pit run gravel base was laid on two separate sections. The 17,254 cubic yards for the station 170 to station 215 section was taken from the Hammagren pit, and the average haul was 1.4 miles. The remainder of the pit run base was taken from a bar in the Santiam River near Sanderson Bridge, and the average haul was 3.1 miles. Material was loaded with a 1¼ cubic yard shovel, hauled in 5 ton trucks and handled on the road with a 10 ton roller and power blade.

The 1"-0" rock was purchased in S.P. at the north end of the project, loaded with the 1¼ cubic yard shovel, hauled with 5 ton trucks and handled on the road with the power blade and roller.

The batching and hauling of the cement stabilized base materials was sub-contracted to the Albany Sand and Gravel Company, and the material was spread with a blade, rolled, and the Hunt process was used for curing.

A 1,500 pound batch plant was brought in and set up near the Bowman Gravel Plant where the haul averaged 4.5 miles to the two sections on this contract where plant mix was laid. The aggregates were purchased in stockpile for 0.90 per cubic yard, handled at the plant with a 1¼ cubic yard Clamshell shovel and 50 h.p. tractor and dozer, hauled in 5 ton trucks, spread with a self powered spreader box and rolled. Costs are fairly low considering the size of the plant because a 7,450 ton sub-contract on the Albany paving contract was also handled from this set up. Production averaged 32.4 ton an hour.

Oiling costs are high due to the small quantity and increased time to lay because of rainy weather.

A fair profit was made on this contract due to good prices and organization.

E. H. Clymer
Cost Analyst

By
J. D. Nelson

RECEIVED
JAN 1[illegible] 1941
FOR [illegible]
22-11-6

January 15, 1941

Warren Northwest, Inc.,
Box 5027
Portland, Oregon

Gentlemen:

At the meeting of the State Highway Commission held on November 13, 1940, the following action was taken on your request for an extension of time:

> "Warren Northwest, Inc., Contract No. 2334, for surfacing, paving and construction of bituminous macadam on the Albany-Crabtree Corner Section of the Santiam Highway, in Linn County, requested an extension of time of 10 days, from September 30 to October 10, 1940, within which to complete this job. They alleged that the overrun of time limit was primarily caused by an increase of the subbase gravel material of 50 per cent over the estimated amounts, and also because of an increase of the contract amount of approximately 11½ per cent over the original bid items. The Engineer reported that the reasons given by the contractor for failure to complete the project within the specified time limit are correct. He recommended that the extension of time requested be granted without penalty. The Commission approved the recommendation unanimously."

Very truly yours,

OREGON STATE HIGHWAY COMMISSION

By

Secretary

RS
cc - F. D. Eason

RECEIVED
JAN 7 1941
FOR FILING

82-1106

January 8, 1941

HOWARD-COOPER CORPORATION
307 S. E. Hawthorne Boulevard
Portland, Oregon

Attention B. A. Wilson

Gentlemen:

In reply to your letter of inquiry of January 7 you are advised as follows:

The Warren-Northwest, Inc., contract to which you refer is State Highway Contract No. 2334 and is known as the Albany-Crabtree Corner Section of the Santiam Highway in Linn County, calling for the surfacing, bituminous macadamizing, and paving of this section. The job was completed October 10, 1940, and accepted by the Highway Commission on November 13, 1940.

Very truly yours,

STATE HIGHWAY COMMISSION

By
Secretary

DOD:mbl

L. W. GARDNER, PRE T E. C. LUNDQUIST, Secy-Treas. G RBY, VICE PRES. F. R. CATTON, Pur. Agent

HOWARD COOPER CORPORATION

MAIN OFFICE AND WAREHOUSE
307 S. E. HAWTHORNE BOULEVARD
PORTLAND, OREGON

BRANCH OFFICES
AND WAREHOUSES
KLAMATH FALLS
SEATTLE, WASH.
SPOKANE WASH.

Jan. 7, 1941

Oregon State Highway Commission
Salem, Oregon

Gentlemen:

Will you kindly advise us by return mail, the job number, description, and date of completion and acceptance of the Warren-Northwest State Highway project between Albany and Lebanon.

Yours truly,

HOWARD-COOPER CORPORATION

B A Wilson
B. A. Wilson

BW:PL

RECEIVED
DEC 2 1940
FOR FILING

22-1106

November 28, 1940

U. S. FIDELITY & GUARANTY CO.
Raymond C. Weiss, Local Agent
Bedell Building
Portland, Oregon

Gentlemen:

You are hereby notified that State Highway Contract No. 2334 for surfacing, bituminous macadam, and paving on the Albany-Crabtree Corner Section of the Santiam Highway, in Linn County, has been completed by the contractor, Warren Northwest, Inc., and that final settlement will be made by the state with said contractor, for work done under said contract, on or after December 9, 1940.

The state is not advised of any unpaid claims for labor or materials, or of the existence of any claims, debts, dues, or demands incurred in the performance of such work and remaining unsatisfied, and you are advised that the state assumes no responsibility for any such claims should there be any.

This notice is served upon you since you appear as surety on the bond furnished by the above contractor. Kindly acknowledge receipt of this letter.

For your information we wish to advise that the total amount paid the contractor in connection with this contract will be $79,755.55, including final payment, and that no force account work was performed therein.

Very truly yours,

STATE HIGHWAY COMMISSION

By

Secretary

DGD:MEL

NOTED
D. G. DeSart

RECEIVED
OCT 26 1940
FOR FILING

22-1146

October 25, 1940

UNITED STATES FIDELITY & GUARANTY COMPANY
Raymond C. Weiss, Resident Agent
Bedell Building
Portland, Oregon

Gentlemen:

You are advised that it is the intention of the State Highway Commission to make semi-final payment to Warren Northwest, Inc. on Contract No. 2334, Albany-Crabtree Corner Section of the Santiam Highway, in Linn County. This payment, in the amount of $19,639.85, will be made on or after November 4, 1940. The retained percentage, which will be the approximate amount of the final estimate, is $2,392.47.

The state is not advised of any unpaid claims for labor or materials, or of the existence of any claims, debts, dues, or demands incurred in the performance of such work and remaining unsatisfied, and you are advised that the state assumes no responsibility for any such claims should there be any.

Kindly acknowledge receipt of this letter.

Very truly yours,

STATE HIGHWAY COMMISSION
By

Secretary

DOD:MBL

RECEIVED
2
FOR FILE

22-1106

Form [illegible] Revised [illegible]

OREGON STATE HIGHWAY COMMISSION

INTER-DEPARTMENT CORRESPONDENCE

Albany.
October 16, 1940.

Subject: Costs Job 22-1106.

To:

Mr. F.D.Eason,
Division Engineer,
Salem, Oregon.

RECEIVED
OCT 17 1940
OFFICE OF
DIVISION ENGINEER
DIVISION NO. 2

Dear Sir:

Following are the costs per mile of the different sections of the Albany-Crabtree Corner job:

Sta.	139 to 170,	4" to 5" A.C. Pavement..	$20,483
	170 to 215,	B-2 On 18" base..........	15,908
	215 to 275	B-2 on Com. Stab. Base..	23,851
	275 to 379	0-9 on 8" Base...........	7,771
	379 to 412	3" to 4" A.C. Pavement..	18,806.

These costs are for the entire section, including in all cases a 5' shoulder.

NOTED
State Highway Engineer

Yours very truly,

R.A.Furrow,
Resident Engineer.

R. C. [illegible] ✓
H. G. Smith

[illegible] for 12" gravel [illegible] Appx. $2000.00

Copy
[illegible]

Form E-1—5M—5-40

OREGON STATE HIGHWAY COMMISSION

FIELD ENGINEER'S WEEKLY REPORT

FOR CONSTRUCTION PROJECTS ONLY

For Week Ending October 12, 1940

Section	Albany-Crabtree Corner	Kind of work	Surfacing & Paving
Highway	Santiam	Section prefix	22-1106
Contractor	Warren NOrthwest Inc.	Contract number	2334
Date of contract	June 14, 1940	Date of completion	September 30 1940
Date work started	July 30, 1940	Estimated date of completion	October 10, 1940
Amount of contract	$71,531.50	Per cent of time elapsed	100+ %

Estimated cost of completed project, exclusive of engineering $79,750.

Per cent of contract completed, based on total contract price 100 %

Engineering cost to date, $2500., 3.5 %

Date project was completed October 10, 1940

General information covering progress of work by party and by contractor, important development, instructions to contractors, instructions from Division Engineers, exchanges in personnel of party, etc.:

Completed 2nd seal on Sunday. Finished placing 1"-0" material on the shoulders on Tuesday. On Wednesday and Thursday "maintaining" oil, and rolling the shoulders. Job completed on Thursday.

Mr. Eason over the job on Monday and on Thursday.

NOTED
RAY WEBBER

H. G. SMITH

NOTED
H.N. HACKETT

RECEIVED
OCT 14 1940
DIVISION ENGINEER
DIVISION NO. 2

Signed

Address

Mail original copy to Salem and duplicate copy to Division Engineer on Saturday of each week, retain triplicate copy for your own file

	GRADING	SURFACING	MAINTENANCE MATERIALS	OIL AND BITUMINOUS MACADAM	PAVING
Miles in project					
Miles partially completed					
Miles completed					
Total estimated quantities					
Estimated quantities moved or placed to date					
Average daily quantities					
Average daily quantities necessary to complete project on time					
Number shifts per day					
Hours per shift					
Average force on project for week					

100% Complete.

Percentages of men employed on contract to be secured from:

.... County, ...%; .... County, ...%; .... County, ...%; .... County, ...%

	NUMBER USED AND SECURED FROM					CONTRACTOR'S KEY MEN, ETC.	TOTAL
	COUNTY	COUNTY	COUNTY	COUNTY	OTHER SOURCES		
Men							
Men and teams							
Men and trucks under 3 tons							
Men and trucks over 3 tons							
Men and tractors							

Equipment used during week: Shovels ...., Power graders ...., Rollers ...., Mixers ...., Crushing or screening plants ....,

Compressors ...., Bulldozers ...., Sheet-foot rollers ...., ..., ..., ...

	WEATHER	HRS. DELAY	CAUSE OF DELAY
Sunday			
Monday			
Tuesday			
Wednesday			
Thursday			
Friday			
Saturday			

STATE PRINTING DEPT.

RECEIVED
JUL 6 1940
FOR FILING

22-1106

July 6, 1940

WARREN NORTHWEST, INC.
P. O. Box 5072
Portland, Oregon

Gentlemen:

We are sending you today by express a fully executed copy of Contract No. 2334 which was awarded to you by the State Highway Commission on June 14, 1940, covering the surfacing, bituminous macadamizing and paving of the Albany-Crabtree Corner Section of the Santiam Highway in LinnCounty.

This copy is for your files and records. We are also sending an executed copy to the surety on your bond.

Very truly yours.

STATE HIGHWAY COMMISSION
By

Secretary

MEL

July 5, 1940

UNITED STATES FIDELITY & GUARANTY COMPANY
Raymond C. Weiss, Local Agent
Bedell Building
Portland, Oregon

Gentlemen:

We are sending you today by express a fully executed copy of Contract No. 2334 which was awarded to Warren Northwest, Inc. by the State Highway Commission on June 14, covering the surfacing, bituminous macadamizing and paving of the Albany-Crabtree Corner Section of the Santiam Highway in Linn County.

Inasmuch as you are surety for the contractor on this job, this copy of the contract is being furnished you for your records and files.

Very truly yours,

STATE HIGHWAY COMMISSION
By

Secretary

MBL

RECEIVED
JUN 20 1940
FOR FILING

23-1106

June 18, 1940

Warren Northwest, Inc.
P. O. Box 5072
Portland, Oregon

Gentlemen:

We are forwarding to you today, by express, four copies of Contract No. 2334 which was awarded to you on June 14, 1940, by the State Highway Commission, covering surfacing, bituminous macadam and paving on the Albany-Crabtree Section of the Santiam Highway, in Linn County.

Will you kindly execute all four copies of this contract as to agreement and bond and return them to this office for approval by the Highway Commission. When this is done a fully executed copy will be returned to you for your records and files. We will also send an executed copy to the surety on your bond.

Your special attention is called to the provision under Section 5, page 14, of the General Provisions, relating to the Workmen's Compensation Act. You are expected to accept the terms of this Act and to carry on your work under this contract in strict conformance thereto.

Your attention is also called to the paragraph on the second mimeographed page immediately following the mimeographed Special Provisions, relating to the payment by the contractor of amounts due hospital associations, et cetera.

Very truly yours,

STATE HIGHWAY COMMISSION

By

AH

Secretary

23-1166

June 15, 1940

Warren Northwest, Inc.
Box 5072
Portland, Oregon

Gentlemen:

The State Highway Commission on June 14, 1940, awarded you the contract for 3.95 miles surfacing, 1.13 miles cement stabilization, 1.22 miles paving, 1.97 miles oil surface treatment, and 1.98 miles bituminous macadam wearing surface on the Albany-Crabtree Corner Section of the Santiam Highway, in Linn County. This award was based on your low bid of $71,531.50, using asphalt, submitted on that date.

Contract forms will be sent to you for execution within the next few days.

Very truly yours,

Secretary

AE
cc - Mr. S. H. Probert
cc - Mr. G. S. Paxson

CONTRACT# [redacted] 2335

158-B-3 Ontario U'Xing Sec., Old 1940
Oregon Trail (Roadside Improve.)
See: 46-3 2335

R.H. Baldock

15[illegible]

RECEIVED

NOTED
State Highway Engineer

June 26th, 1941

FINAL COST ANALYSIS
Ontario-Snake River Roadside Improvement
Old Oregon Trail in Malheur County
Contract 2335 Prefix 23-1104
M. E. Meyers & Son, Contractors Dean Swift, Resident Engineer

Item	Cost	Quantity	Unit Cost	Unit Bid	Gross Revenue
Right of Way Cleanup	$86.95	4.09 Acres	$21.26	$20.00	$81.80
Moving & Reconstruction of Fence	294.54	338.8 Rods	0.87	1.00	338.80
Excavation, Single Classification	269.77	279 Cu. Yd.	0.97	1.00	279.00
Pipe Line Irrigation System	553.21	100%			700.78
Furnishing & Planting Trees and Shrubs	762.63	100%			881.63
Preparation for Seeding	125.37	4.41 Acres	28.43	18.00	79.38
Seeding	208.27	4.41 "	47.23	26.50	116.87
Peat Moss	278.50	60 Bales	4.64	6.00	360.00
Commercial Tankage	105.32	1.50 Tons	70.21	80.00	120.00
PA #1, Extra Pipe Line	217.09	100%		275.00	275.00
PA #2, Extra Planting	46.19	100%		53.40	53.40
	$2,947.84				$3,286.66

Gross Revenue	$3,286.66
Total Cost	2,947.84
Net Profit	$338.82

Net Profit Equals 10.31% of Gross Revenue

Contract 2335

Details of Cost

Labor:		
Supervision	$46.70	
Labor	1,046.50	
State Industrial Accident	38.26	
Unemployment Compensation	32.80	
Old Age Benefit	10.93	$1,175.19
Materials:		
Fence Materials	$67.83	
Pipe Materials	454.76	
Nursery Materials	389.69	
Seed	74.22	
Peat Moss - 60 Bales at $3.10	186.00	
Commercial Tankage - 1.5 T at $52.50	78.75	1,251.25
Miscellaneous:		
Equipment Rental	$150.50	
Gas, Oil & Grease	68.03	
Small Tools	145.00	
Move In	75.00	
Overhead	50.00	
Bond	32.87	521.40
Total Cost		$2,947.84

Contract 2335

REMARKS:

This was a Regular Federal Aid Project and consisted of cleaning up highway right of way and reshaping roadway ditches; moving and reconstructing approximately 338 rods of existing fence; flattening and rounding existing cut slopes and reshaping existing roadway, involving approximately 280 cu. yd. of excavation; placing of 200 cu. yd. of topsoil cover on shoulders of roadway surfacing; installation of pipe line irrigating system; furnishing and planting 98 trees, 564 shrubs and 585 vines; preparing 4.41 acres for seeding and seeding to grass and clover of 6 acres of highway right of way; and other incidental work.

The job was bid and awarded June 14th, 1940. Work was started July 31st, and all work finished except planting of trees and shrubs on September 14th, when the job was shut down. Work was resumed November 7th, with the planting of trees and shrubs, and the job was completed December 10th, 1940.

This job was handled very efficiently, losses on right of way cleanup, preparation for seeding and seeding being caused by too low a bid. These losses were more than offset by profits on other bid items, and the job as a whole showed a substantial profit to the contractor.

E. H. Clymer
Cost Analyst

By . . Henry Jullum

RECEIVED
JUN 27 1941
FOR FILING

157-B-3

June 26, 1941

New Amsterdam Casualty Co.
Sealey & Company
Board of Trade Building
Portland, Oregon

Gentlemen:

You are hereby notified that State Highway contract No. 2335 for work on the Ontario-Snake River Section of the Old Oregon Trail Highway, in Malheur County, has been completed by the contractor M. E. Meyers & Son and that final settlement will be made on or after July 7, 1941.

The state is not advised of any unpaid claims for labor or materials, or of the existence of any claims, debts, dues, or demands incurred in the performance of such work and remaining unsatisfied, and you are advised that the state assumes no responsibility for any such claims should there be any.

This notice is served upon you since you appear as surety on the bond furnished by the above contractor. Kindly acknowledge receipt of this letter.

For your information we wish to advise that the total amount paid the contractor in connection with this contract will be $3,286.66, including final payment and that no force account work was performed therein. This contract was completed on Dec. 10, 1940, and accepted by the Commission on Jan. 21, 1941.

Yours very truly,

STATE HIGHWAY COMMISSION

By

OA

Secretary

NOTED
D. G. DeSart

FEDERAL WORKS AGENCY
PUBLIC ROADS ADMINISTRATION
DISTRICT ONE

MONTANA
OREGON
WASHINGTON

POST OFFICE BUILDING
PORTLAND, OREGON

February 5, 1941

Mr. R. H. Baldock
State Highway Engineer
Salem, Oregon

Dear Sir:

Final inspection of Oregon Federal Aid Project No. 158-B (3), Ontario-Snake River Section of the Old Oregon Trail, was made by a representative of this office on January 22, 1941.

The final voucher when submitted should be accompanied by a statement that the replacement planting, should any be required, has been performed as provided in the specifications.

Very truly yours,

W. H. LYNCH
District Engineer

By L. Caufield

L. J. Caufield
Sr. Highway Engineer

Lon

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NOV 22 1940
FOR FILING

[illegible]

November 2, 1940

Mr. W. H. Lynch
District Engineer
Public Roads Administration
P. O. Box 3900
Portland, Oregon

Dear Sir:

Herewith are enclosed seven copies of estimate as basis for project agreement for the Ontario Section, Project No. FA 158-B (3).

Very truly yours,

R. H. BALDOCK
Chief Engineer

By

S. H. Probert
Office Engineer

Dict. by J. W. Nash/ER

Encl.

Oregon State Highway Department　　　　Federal Aid Project No. 158-B (3)

ONTARIO UNDERCROSSING SECTION
OF THE OLD OREGON TRAIL HIGHWAY IN MALHEUR COUNTY

(Substitute estimate for auditing vouchers. Based on low bid prices.)

Salem, Oregon, August 22, 1940

Roadside Improvement (Sta. 0+80 to Sta. 20+68.3)

0.9 acre	Right of Way Cleanup	$20.00	$ 18.00
100 cu. yds.	Excavation, Single Classif.	1.00	100.00
All Required	Pipe Line Irrigation System		700.78
All Required	Furnishing and Planting Trees, Shrubs and Vines (60%)		528.98
1.3 acres	Preparation for Seeding	18.00	23.40
1.45 acres	Seeding	26.50	38.42
30 bales	Peat Moss	6.00	180.00
1.1 tons	Commercial Tankage	80.00	88.00
	Subtotal		$1,677.58
	10% Engr. & Cont.		167.75
	Total		$1,845.33

Length	0.376 mile
Cost per mile	$4,907.79

State Funds for Construction: Chap. 175, laws 1917; Chap. 31, laws 1920; Chap. 529, laws 1939
State Funds for Maintenance: Chap. 529, laws 1939

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AUG 14 1940
FOR FILING

158-B-3

FEDERAL WORKS AGENCY
PUBLIC ROADS ADMINISTRATION

RECEIVED
12 1940
STATE HIGHWAY

UNITED STATES DEPARTMENT OF AGRICULTURE
BUREAU OF PUBLIC ROADS
DISTRICT No. 1

POST OFFICE BUILDING
PORTLAND, OREGON

Stencil No. 124

IN YOUR REPLY PLEASE
REFER TO FILE No. Oregon FAP 158-B (1)
Ontario-Snake River Section
Old Oregon Trail

July 11, 1940

Mr. R. H. Baldock
State Highway Engineer
Salem, Oregon

Dear Sir:

We are forwarding herewith, for your files, an executed copy of the ____________________ project agreement and certificate for the above numbered project.

Very truly yours,

W. H. LYNCH
District Engineer

By L. Caufield
L. J. Caufield
Sr. Highway Engineer

Encls.

Lan

Wa4 Pr-6000

Form P. R. 2
State Oregon
Federal Aid Project No. 158-B(3)

PROJECT AGREEMENT

MEMORANDUM OF AGREEMENT made this 13th day of June, 1940

by and between The Oregon State Highway Commission, constituting

for the purpose hereof, the Highway Department of the State of Oregon hereinafter called the Highway Department, and the Federal Works Administrator, hereinafter called the Administrator, under and pursuant to the provisions of the act of Congress approved July 11, 1916 (39 Stat., 355), entitled "An Act to provide that the United States shall aid the States in the construction of rural post roads, and for other purposes," and of the act approved November 9, 1921 (42 Stat., 212), entitled "An Act to amend the Act entitled 'An Act to provide that the United States shall aid the States in the construction of rural post roads, and for other purposes,' approved July 11, 1916, as amended and supplemented, and for other purposes," and acts amendatory thereof or supplementary thereto:

Whereas the Highway Department of said State submitted on the 2d day of October, 1929, a project statement, which was approved on the 12th day of November, 1929, for the proposed construction of a project consisting of the road hereinafter described; and

Whereas the Highway Department, in accordance with the rules and regulations promulgated for the administration of the Federal Highway Act, has furnished surveys, plans, specifications, and estimates for Section B(3) of said project which were recommended for approval by the District Engineer of the Public Roads Administration on the 8th day of April 1940; and

Whereas the Administrator has certified to the Secretary of the Treasury his approval of said surveys, plans, specifications, and estimates, and the sum of one thousand, five hundred fifty and 00/100 dollars ($1,550.00) as the share of the United States payable under said act on account of Section B(3) of said project, which does not exceed the authorized Federal pro rata share of the approved total estimated cost thereof:

Now, therefore, in consideration of the premises and of the several promises to be faithfully performed by each, as hereinafter set forth, the Highway Department and the Administrator do hereby mutually agree as follows:

FUNDS AT THE DISPOSAL OF THE HIGHWAY DEPARTMENT

ARTICLE I. Funds for the use of the Highway Department in the construction of said project have been made available in the following manner, to wit:

(a) By the State from Chap. 175, laws 1917; Chap. 31, laws 1920; Chap. 529, laws 1939.
(Include date and citation of act of legislature by which authorized)

(b) From other sources
(State how placed under direct control of Highway Department)

ROAD EMBRACED IN PROJECT

ARTICLE II. This agreement covers the following highway as described in detail in said surveys, plans, and specifications:

Between survey station 0+80 at the intersection of Oregon St. with North First E St. in Ontario, and survey station 20+68.3 at the intersection of North First E St. with the east city limits of Ontario, length 0.376 of a mile~~s~~ in Malheur County, being Section B(3) of Oregon Federal Aid project No. 153, consisting of 0.376 of a mile~~s~~ of ~~[illegible]~~ roadside improvement.

16—11379 GPO

CHARACTER AND METHOD OF CONSTRUCTION

ARTICLE III. The Highway Department will construct or cause to be constructed to final completion said project, in strict compliance with said plans and specifications, which are made a part hereof, under its direct supervision, which shall include adequate inspection throughout the course of construction, subject at all times to inspection and approval by the Administrator or his agents, and in accordance with the laws of said State, the rules and regulations of the Administrator, and the following conditions:

(*a*) It is agreed that the construction work on the project shall be performed by contract, unless the performance thereof by force account shall be approved by the Administrator or his authorized representatives. Such construction work as may be performed by force account shall be paid for on the basis of the units of work performed at the unit prices set forth in the estimate as approved by the Administrator, except that where the total actual cost is ascertained to be less than the estimate so approved the total Federal payments shall not exceed the Federal pro rata share of such total actual cost.

UNITED STATES PRO RATA SHARE OF THE COST OF SAID PROJECT

ARTICLE IV. The United States pro rata share of the value of the labor and materials which shall be actually put into the construction of Section B(3) of said project shall not in any event exceed the sum of one thousand, five hundred fifty and 00/100 dollars ($1,550.00), certified to the Secretary of the Treasury as above mentioned, which does not exceed the authorized Federal pro rata share of two thousand, five hundred twenty-eight and 90/100 dollars ($2,528.90), the approved total estimated cost of Section B(3) of said project.

PAYMENTS

ARTICLE V. As the construction of said project progresses, the Administrator shall from time to time draw warrants on the Secretary of the Treasury for the payment to State Treasurer (Official or depository) hereby designated by the Highway Department for that purpose and authorized under the laws of said State to receive public funds of the State of Oregon (Name) of such sums as shall not, together with previous payments, exceed the United States pro rata share, as above specified, of the value, as determined by the Administrator after inspection and approval, of the labor and materials which have actually been put into said construction work in compliance with the requirements of Article III hereof.

The Administrator reserves the right to withhold such sum as he may deem necessary to insure completion of construction in compliance with said plans and specifications.

MAINTENANCE OF PROJECT

ARTICLE VI. The Highway Department will maintain said project in compliance with said acts of July 11, 1916, and November 9, 1921, out of funds which have been or will be made available therefor by said State in the manner herein set forth, to wit: Chap. 529, laws 1939. (Include reference to statute authorizing funds and probable amount annually available)

The Highway Department will use every means within its power to insure proper and permanent maintenance of said project, and to that end will provide for the constant making of needed repairs to preserve a smooth-surfaced highway.

Showing of authority of the Highway Department to execute agreements will be found in the agreement for project No. **112.**

In witness whereof the parties have hereunto affixed their signatures, the Highway Department on the day and year first above written and the Administrator on the .... day of JUN 24 1940, 19....

OREGON STATE HIGHWAY COMMISSION
(Official title of Highway Department)

By Henry F Cabell
Chairman, State Highway Commission
(Title of officer)

By ....
Member, State Highway Commission
(Title of officer)

By Herman Oliver
Member, State Highway Commission
(Title of officer)

By ....
....
(Title of officer)

By ....
....
(Title of officer)

FEDERAL WORKS ADMINISTRATOR,

By ....
Acting Commissioner of Public Roads.

Form PR. 8—Revised

FEDERAL WORKS AGENCY
PUBLIC ROADS ADMINISTRATION

CERTIFICATE OF APPROVAL OF PLANS, SPECIFICATIONS, AND ESTIMATES

(Under "An Act to provide that the United States shall aid the States in the construction of rural roads, and for other purposes," approved July 11, 1916, and acts amendatory thereof and supplementary thereto.)

To

The Secretary of the Treasury, and

The State Highway Department of the State of Oregon

Pursuant to the acts above cited, I hereby certify—

First. That in accordance with the provisions of said acts, I have approved the plans, specifications, and estimates submitted by the State Highway Department of the State of Oregon for the construction of a highway designated in the records of this Agency as Federal Aid Project No. 158-B(3) State of Oregon

Second. That in accordance with said provisions I have approved the sum of $ 2,528.90 as the total estimated cost of said project, and the sum of $ 1,550.00 as the share of the United States, payable under said acts on account of such project, which does not exceed the authorized Federal pro rata share of said total estimated cost.

Done at the city of Washington, this ______ day of JUN 24 1940 one thousand nine hundred and ______

Federal Works Administrator,

By ______
Acting Commissioner of Public Roads.

U. S. GOVERNMENT PRINTING OFFICE 16—10130

158-B-3

RECEIVED
AUG 14 1940
FOR FILING

FEDERAL WORKS AGENCY
PUBLIC ROADS ADMINISTRATION
DISTRICT ONE

MONTANA
OREGON
WASHINGTON

POST OFFICE BUILDING
PORTLAND, OREGON

June 10, 1940

Mr. R. H. Baldock
State Highway Engineer
Salem, Oregon

Dear Sir:

Supplementing our letter of June 7, 1940, forwarding proposed project agreement for signature, we enclose herewith one copy each of the approved agreement estimate and specifications covering Oregon Federal Aid Project No. 158-B (3), Ontario Undercrossing Section of the Old Oregon Trail.

Very truly yours,

W. H. LYNCH
District Engineer

By LCaufield
L. J. Caufield
Sr. Highway Engineer

Encls.

May 15, 1940

Mr. W. H. Lynch
District Engineer
Public Roads Administration
Post Office Box 3900
Portland, Oregon

Dear Sir:

Herewith are enclosed seven copies of estimate as basis for project agreement for the Ontario Section, Project No. FA 158-B (3).

Five bid proposals are being sent under separate cover.

Conforming with the suggestion contained in your letter of May 11, 1940, we are submitting this preliminary estimate as basis for project agreement rather than delay until after award of the contract.

Very truly yours,

R. H. BALDOCK
State Highway Engineer

By

S. H. Probert
Office Engineer

Dict. by J. W. Nash/MB

Encl.

Oregon State Highway Department   Federal Aid Project No. 158-B (3)

ONTARIO UNDERCROSSING SECTION OF THE OLD OREGON TRAIL HIGHWAY IN MALHEUR COUNTY

(Estimate as basis for project agreement. Based on estimated prices.)

Salem, Oregon, May 15, 1940

Roadside Improvement (Sta. 0+80 to Sta. 20+68.3)

0.9	acre	Right of Way Clean-up	$ 50.00	$ 45.00
100	cu. yds.	Excavation, Single Classif.	2.00	200.00
All Required		Pipe Line Irrigation System		800.00
All Required		Furnishing and Planting Trees, Shrubs and Vines (60%)		900.00
1.3	acres	Preparation for Seeding	50.00	65.00
1.45	acres	Seeding	20.00	29.00
30	bales	Peat Moss	5.00	150.00
1.1	tons	Commercial Tankage	100.00	110.00
			Subtotal	$ 2,299.00
			10% Engr. & Cont.	229.90
			Total	$ 2,528.90

Length 0.376 mile

Cost per mile $ 6,725.79

Federal Aid Funds- $ 1,550.00

State Funds- 978.90

$ 2,528.90

State Funds for Construction: Chap. 175, laws 1917; Chap. 31, laws 1920;
Chap. 529, laws 1939
State Funds for Maintenance: Chap. 529, laws 1939

Oregon State Highway Department   Federal Aid Project No. 158-B (3)

ONTARIO UNDERCROSSING SECTION

OF THE OLD OREGON TRAIL HIGHWAY IN MALHEUR COUNTY

(Estimate as basis for project agreement. Based on estimated prices.)

Salem, Oregon, May 15, 1940

Roadside Improvement (Sta. 0+80 to Sta. 20+68.3)

0.9	acre	Right of Way Clean-up	$ 50.00	$ 45.00
100	cu. yds.	Excavation, Single Classif.	2.00	200.00
All Required		Pipe Line Irrigation System		800.00
All Required		Furnishing and Planting Trees, Shrubs and Vines (60%)		900.00
1.3	acres	Preparation for Seeding	50.00	65.00
1.45	acres	Seeding	20.00	29.00
30	bales	Peat Moss	5.00	150.00
1.1	tons	Commercial Tankage	100.00	110.00
			Subtotal	$ 2,299.00
			10% Engr. & Cont.	229.90
			Total	$ 2,528.90

Length	0.376 mile
Cost per mile	$ 6,725.79

Federal Aid Funds- -	$ 1,550.00
State Funds- -	978.90
	$ 2,528.90

State Funds for Construction: Chap. 175, laws 1917; Chap. 31, laws 1920;
Chap. 529, laws 1939
State Funds for Maintenance: Chap. 529, laws 1939

FAP 158-B-3

FEDERAL WORKS AGENCY
PUBLIC ROADS ADMINISTRATION
DISTRICT ONE

MONTANA
OREGON
WASHINGTON

POST OFFICE BUILDING
PORTLAND, OREGON

April 8, 1940

Mr. R. H. Baldock
State Highway Engineer
Salem, Oregon

Dear Sir:

P.S.& E. documents for Oregon Federal Aid Project No. FAP 158-B (3), the Ontario Undercrossing Section of the Old Oregon Trail, have today been recommended for approval, subject to final review and approval by the Commissioner of Public Roads. This is your authority to advertise for bids.

It is noted that only three copies of Mr. Otten's Report and Analysis, together with photographs, were submitted for both this project and FAP 46-A (3). In the future please submit six copies of such reports and photographs that we may have a sufficient number for each project.

Very truly yours,

W. H. LYNCH
District Engineer

By
F. E. Andrews
Sr. Highway Engineer

Copy sent to
Geo Otten.

March 28, 1940

Mr. W. H. Lynch
District Engineer
Public Roads Administration
P. O. Box 3900
Portland, Oregon

Dear Sir:

Herewith are enclosed seven copies of estimate and three copies of right of way statement for the Ontario Section, Project No. FA 158-E (3).

Five bid proposals and five sets of blueprint plans are being sent under separate cover.

Very truly yours,

R. H. BALDOCK
State Highway Engineer

By

J. W. Nash
Asst. Office Engineer

JWN:ER

Encl.

Oregon State Highway Department   Federal Aid Project No. 158-B (3)

ONTARIO UNDERCROSSING SECTION
OF THE OLD OREGON TRAIL HIGHWAY IN MALHEUR COUNTY

(Estimate to accompany plans and specifications. Not as basis for project agreement.)

Salem, Oregon, March 28, 1940

Roadside Improvement (Sta. 0+83 to Sta. 20+68.3)

0.9	acre	Right of Way Clean-up	$ 40.00	$ 36.00
100	cu. yds.	Excavation, Single Classif.	1.50	150.00
All Required		Pipe Line Irrigation System		750.00
All Required		Furnishing and Planting Trees, Shrubs and Vines (60%)		840.00
1.3	acres	Preparation for Seeding	30.00	39.00
1.45	acres	Seeding	20.00	29.00
30	bales	Peat Moss	5.00	150.00
1.1	tons	Commercial Tankage	100.00	110.00
			Subtotal	$ 2,104.00
			10% Engr. & Cont.	210.40
			Total	$ 2,314.40

Length	0.376 mile
Cost per mile	$ 6,155.32

Federal Aid Funds- -	$ 1,410.00
State Funds- -	904.40
	$ 2,314.40

ONTARIO SECTION

PROJECT NO. FA 158-B (3)

All necessary right of way has been acquired for this project.

R. H. BALLOCK
State Highway Engineer

by

J. W. Nash
Asst. Office Engineer

March 28, 1940

CONTRACT# [redacted] 2335

FA 46-3 Ontario-Snake River Sec., Old 1940
Oregon Trail Hwy., Roadside Improve.
#2335

6

RECEIVED
APR 1 1941
FOR FILING

46-3

April 1, 1941

M. E. Myers & Son

Echo, Oregon

Gentlemen:

At the meeting of the State Highway Commission held on January 21, 1941, the following action was taken on your request for extension of time:

M. E. Myers & Son, contract No. 2335, for construction of a roadside improvement project on the Ontario-Snake River Section of the Old Oregon Trail, in Malheur County, requested an extension of time of 10 days, from November 30 to December 10, 1940, within which to complete this project. They alleged that their failure to complete this project within the specified time limit was due to early freezing weather and the inability to secure plant materials at the proper time. The Engineer advised that the reasons given by the contractor for failure to complete the project within the specified time limit are correct. He recommended in view thereof that the extension of time requested be granted without penalty. A letter was presented from the Public Roads Administration concurring therein. The Commission approved the recommendation.

Very truly yours,

OREGON STATE HIGHWAY COMMISSION

By

Secretary

FO

cc Mr. W. C. Williams
La Grande, Oregon

Echo, Oregon

46-A-3

FEDERAL WORKS AGENCY
PUBLIC ROADS ADMINISTRATION
DISTRICT ONE

MONTANA
OREGON
WASHINGTON

POST OFFICE BUILDING
PORTLAND, OREGON

February 5, 1941

RECEIVED

Mr. R. H. Baldock
State Highway Engineer
Salem, Oregon

Dear Sir:

Final inspection of Oregon Federal Aid Project No. 46-A (3), Ontario-Snake River Section of the Old Oregon Trail, was made by a representative of this office on January 22, 1941.

The final voucher when submitted should be accompanied by a statement that the replacement planting, should any be required, has been performed as provided in the specifications.

Very truly yours,

W. H. LYNCH
District Engineer

By L. Caufield
L. J. Caufield
Sr. Highway Engineer

Tom

RECEIVED
DEC 24 1940
FOR FILING

FA 46-3

December 23, 1940

Mr. F. P. Ryan
City Recorder
Ontario, Oregon

Dear Sir:

We are handing you herewith one fully executed copy of an agreement between the City of Ontario and the State Highway Commission, for the furnishing of water for irrigation purposes for the landscaping project at the Ontario grade separation crossing.

This copy is for your records and files.

Very truly yours,

C. B. McCullough
Assistant Chief Engineer

[illegible]
cc - J. [illegible] Bishop

Mr. Bishop: We are attaching hereto one executed and two unexecuted copies. The Auditor no doubt will require one of the unexecuted copies with the names typed in.

C. B. McCullough

FORM S-A-1 5M 5-39
COMMISSIONERS
HENRY F. CABELL, CHAIRMAN, PORTLAND
E. B. ALDRICH, PENDLETON
HURON W. CLOUGH, CANYONVILLE

H. B. GLAISYER, SECRETARY

R. H. BALDOCK
STATE HIGHWAY ENGINEER
SALEM
C. B. McCULLOUGH
ASSISTANT STATE HIGHWAY ENGINEER
SALEM

OREGON STATE HIGHWAY COMMISSION

SALEM

IN REPLY PLEASE
REFER TO FILE NO.

RECEIVED
DEC 12 1940
FOR FILING

46-3

Baker, Ore.
Dec. 10,1940

Mr. W.H.Lynch, Dist. Engr.
Public Roads Administration
Portland, Oregon.

Asst State Highway Engineer
NOTED

Dear Sir:

Work finished this date on the Ontario-Snake River Roadside Improvement contract No. 2336, FA 46-A (3) and 159-B (3).

Very truly uours,

Dean Swift, Res. Engr.

cc Mr. R.H.Baldock
Mr. H.G.Smith
Mr. W.C.Williams.

Form 220—5M—6-37

OREGON STATE HIGHWAY COMMISSION

No. 11 ✓

FIELD ENGINEER'S WEEKLY REPORT

FOR CONSTRUCTION PROJECTS ONLY

For Week Ending Nov. 16,1940, 193

Section Ontario - Snake River

Kind of work Roadside Improvment

Highway Old Oregon Trail

Section prefix 23½ 1104

Contractor M.E.Meyers and Son

Contract number 2335

Date of contract June 14,1940, 193

Date of completion Nov. 30,1940, 193

Date work started July 31,1940, 193

Estimated date of completion ", 193

Amount of contract $ 2772.41

Per cent of time elapsed 93 %

Estimated cost of completed project, exclusive of engineering $ 3,000

Per cent of contract completed, based on total contract price 98 %

Engineering cost to date, $ 170, 6 %

Date project was completed , 193

General information covering progress of work by party and by contractor, important development, instructions to contractors, instructions from Division Engineers, exchanges in personnel of party, etc.:

All plants and shrubs have been planted with the exception of 215 English Ivy which go on the South side between station 0+80 and the underpass structure. These plants could not be acquired in the West and have to come from Alabama, and could not be planted at this time because the ground in this particular location is frozen too deep to be dug. Grass seed was replanted on the bare spots station 0+80 to 11+70 this week.

Signed Dean Swift

Address Baker, Ore.

Mail original copy to Salem and duplicate copy to Division Engineer on Saturday of each week, retain triplicate copy for your own file

STATE PRINTING DEPT.

	GRADING	SURFACING	MAINTENANCE MATERIALS	OIL AND BITUMINOUS MACADAM	PAVING
Miles in project					
Miles partially completed					
Miles completed					
Total estimated quantities					
Estimated quantities moved or placed to date					
Average daily quantities					
Average daily quantities necessary to complete project on time					
Number shifts per day					
Hours per shift					
Average force on project for week					

Percentages of men employed on contract to be secured from:

.... County, ...%; .... County, ...%; .... County, ...%; .... County, ...%

	NUMBER USED AND SECURED FROM					CONTRACTOR'S KEY MEN, ETC.	TOTAL
	COUNTY	COUNTY	COUNTY	COUNTY	OTHER SOURCES		
Men							
Men and teams							
Men and trucks under 3 tons							
Men and trucks over 3 tons							
Men and tractors							

Equipment used during week: Shovels ...., Power graders ...., Rollers ...., Mixers ...., Crushing or screening plants ...., Compressors ...., Bull dozers ...., Sheet-foot rollers ...., ..., ..., ...

	WEATHER	HRS. DELAY	CAUSE OF DELAY
Sunday			
Monday			
Tuesday			
Wednesday			
Thursday			
Friday			
Saturday			

RECEIVED
NOV 22 1940
FOR FILING

46-A-3

November 2, 1940

Mr. W. H. Lynch
District Engineer
Public Roads Administration
P. O. Box 3900
Portland, Oregon

Dear Sir:

Herewith are enclosed seven copies of estimate as basis for project agreement for the Ontario-Snake River Section, Project No. FA 46-A (3).

Very truly yours,

R. H. BALDOCK
Chief Engineer

By

S. H. Probert
Office Engineer

Dict. by J. W. Nash/ER

Encl.

Oregon State Highway Department Federal Aid Project No. 46-A (3)

ONTARIO-SNAKE RIVER SECTION
OF THE OLD OREGON TRAIL IN MALHEUR COUNTY

(Substitute Estimate for auditing vouchers. Based on low bid prices.)

Salem, Oregon, August 22, 1940

Roadside Improvement (Sta. 20+68.3 to 47+06.8)

3.1	acres	Right of Way Cleanup	$20.00	$ 62.00
200	cu. yds.	Excavation, Single Classif.	1.00	200.00
All Required		Furnishing and Planting Trees, Shrubs and Vines (40%)		352.65
4.2	acres	Preparation for Seeding	18.00	75.60
4.55	acres	Seeding	26.50	120.57
12	bales	Peat Moss	6.00	72.00
.4	tons	Commercial Tankage	80.00	32.00
		Subtotal		$ 914.82
		10% Engr. & Cont.		91.48
		Total		$1,006.30

Length	0.895 mile
Cost per mile	$ 1,124.35

State Funds for Construction: Chap. 175, laws 1917; Chap. 31, laws 1920; Chap. 529, laws 1939
State Funds for Maintenance: Chap. 529, laws 1939

RECEIVED
OCT 24 1940
FOR [illegible]

Ontario
Project
Landscaping

October 23, 1940

Mr. J. M. Bishop
Maintenance Engineer
Office

Dear Sir:

We are handing you herewith four copies of a form of agreement between the Highway Commission and the City of Ontario covering the furnishing of water for irrigation purposes for the Ontario Landscape project.

Will you please arrange to have all the copies executed by the proper officials of the City of Ontario and return them to this office.

Very truly yours,

C. B. McCullough
Asst. Chief Engineer.

JM

FORM E-30 REVISED 25M 8-40

OREGON STATE HIGHWAY COMMISSION

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
October 22, 1940

Subject: Water rent agreement with
City of Ontario

To:

Mr. C. B. McCullough,

Office.

Dear Sir:

I have prepared, but am not proud of the job, a contract covering the matter of the furnishing of irrigation water by the City of Ontario for the landscape project at Ontario and I attach for consideration, and if found satisfactory then for execution, four copies of the agreement.

I am enclosing an additional copy which you may retain in your files.

I presume that before it is signed by the Commission it should be sent to W. C. Williams for approval by the City.

Yours very truly,

J M Devers
J. M. DEVERS

JMD:PW

RECEIVED
OCT 15 1940
FOR FILING

Const
Projects
Landscaping

Salem, Oregon
October 14, 1940

Water rent arrangement with
City of Ontario

Mr. J. M. Devers
Office

Dear Sir:

We hand you, herewith, correspondence from Mr. J. N. Bishop and Mr. W. C. Williams, with reference to an arrangement for the furnishing of water by the City of Ontario, for the undercrossing landscape project at Ontario.

Will you please prepare an agreement covering this so we can submit it to the City of Ontario.

Yours very truly,

C. B. McCullough
Assistant Chief Engineer

JM:RS
attached

RECEIVED
OCT 11 1940
FOR FILING

[illegible]
[illegible]
[illegible]

October 10, 1940

Mr. S. Murray
Resident Engineer
Union Pacific Railroad Company
Portland, Oregon

Dear Sir:

We hand you, herewith, two copies of a form of permit which has been executed by the Highway Commission to cover the construction of two water pipe line crossings of the Union Pacific Railroad tracks at Ontario.

After the copies have been executed by the proper officials of your company, kindly return the copy which is marked "Duplicate Original - Licensee's Copy" to this office.

Yours very truly,

C. B. McCullough
Assistant Chief Engineer

JM:RS
encl.

cc - H. B. Glaisyer

FORM E-90 REVISED 29M 5-40

OREGON STATE HIGHWAY COMMISSION

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
October 9, 1940

Subject: Pipe line crossings
Ontario Undercrossing
landscaping project

To: Mr. C. B. McCullough,

Office.

Dear Sir:

Attached you will find two copies of an agreement for the installation of water pipe beneath the tracks of the railroad in connection with the Ontario undercrossing. These were left in my office by Mr. Smith, but since I have not had anything to do with them before I do not know what is expected of me now.

It seems they were prepared by the railroad company, approved by Mr. Baldock and signed by the Commission. Whoever has handled this transaction should now, I assume, get these signed by the railroad company. I am assuming that since they are approved by Mr. Baldock and signed by the Commission they are ready for execution by the railroad.

Yours very truly,

J M Devers
J. M. DEVERS

JMD:PW
Enc.

Form E-30—Revised—25M—4-40

OREGON STATE HIGHWAY COMMISSION

INTER-DEPARTMENT CORRESPONDENCE

RECEIVED
SEP 30 1940
OFFICE OF
CONS

La Grande, Oregon
September 27, 1940

Subject: Pipe line crossings
Ontario Undercrossing
Landscaping project

To:

Mr. H. G.Smith
Construction Engineer
State Highway Commission
Salem, Oregon

Dear Sir:

I am enclosing herewith two copies of a form of contract prepared by the Union Pacific Railroad Co. to cover the two water pipe lines crossing the Union Pacific tracks at Ontario, which pipes have been installed as a portion of the Ontario Undercrossing Landscaping Project.

One copy is to befully executed by the State Highway Commission, attested and sealed by the Secretary, and returned to the Union Pacific System, The other copy is for the State Highway Commission files.

Very truly yours

W. C. WILLIAMS
Division Engineer

WCW:MA
enc.

914

RECEIVED
JUL 20 1940
FOR FILING

46-3

July 15, 1940

M. E. Meyers & Son
Echo, Oregon

Gentlemen:

By express we are forwarding to you a fully executed copy of contract No. 2335 awarded to you on June 14, 1940, for the Roadside Improvement of the Ontario-Snake River Section of the Old Oregon Trail Highway in Malheur County.

This copy is for your records and files.

Very truly yours,

OREGON STATE HIGHWAY COMMISSION
By

Secretary

RS

D.G. DeSart

RECEIVED
AUG 14 1940

46-3

FEDERAL WORKS AGENCY
PUBLIC ROADS ADMINISTRATION

UNITED STATES DEPARTMENT OF AGRICULTURE
BUREAU OF PUBLIC ROADS
DISTRICT No. 1

POST OFFICE BUILDING
PORTLAND, OREGON

Stencil No. 124

IN YOUR REPLY PLEASE
REFER TO FILE No. Oregon FAP 46 (3)
Ontario-Snake River Section
Old Oregon Trail

July 11, 1940

Mr. R. H. Baldock
State Highway Engineer
Salem, Oregon

Dear Sir:

We are forwarding herewith, for your files, an executed copy of the ____________________ project agreement and certificate for the above numbered project.

Very truly yours,

W. H. LYNCH
District Engineer

By L J Caufield
L. J. Caufield
Sr. Highway Engineer

Encls.

WR4pr. 5724

Form P. R. 2

State Oregon

Federal Aid Project No. 46(3)

PROJECT AGREEMENT

MEMORANDUM OF AGREEMENT made this 7th day of June, 1940 by and between The Oregon State Highway Commission, constituting for the purpose hereof, the Highway Department of the State of Oregon hereinafter called the Highway Department, and the Federal Works Administrator, hereinafter called the Administrator, under and pursuant to the provisions of the act of Congress approved July 11, 1916 (39 Stat., 355), entitled "An Act to provide that the United States shall aid the States in the construction of rural post roads, and for other purposes," and of the act approved November 9, 1921 (42 Stat., 212), entitled "An Act to amend the Act entitled 'An Act to provide that the United States shall aid the States in the construction of rural post roads, and for other purposes,' approved July 11, 1916, as amended and supplemented, and for other purposes," and acts amendatory thereof or supplementary thereto:

Whereas the Highway Department of said State submitted on the 29th day of April, 1930, a project statement, which was approved on the 12th day of July, 1930, for the proposed construction of a project consisting of the road hereinafter described; and

Whereas the Highway Department, in accordance with the rules and regulations promulgated for the administration of the Federal Highway Act, has furnished surveys, plans, specifications, and estimates for [redacted] said project which were recommended for approval by the District Engineer of the Public Roads Administration on the 8th day of April 1940; and

Whereas the Administrator has certified to the Secretary of the Treasury his approval of said surveys, plans, specifications, and estimates, and the sum of one thousand, fifty and 00/100 dollars ($1,050.00) as the share of the United States payable under said act on account of [redacted] said project, which does not exceed the authorized Federal pro rata share of the approved total estimated cost thereof:

Now, therefore, in consideration of the premises and of the several promises to be faithfully performed by each, as hereinafter set forth, the Highway Department and the Administrator do hereby mutually agree as follows:

16—11379

FUNDS AT THE DISPOSAL OF THE HIGHWAY DEPARTMENT

ARTICLE I. Funds for the use of the Highway Department in the construction of said project have been made available in the following manner, to wit:

(*a*) By the State **Chap. 175, laws 1917; Chap. 31, laws 1920; Chap. 529, laws 1939.**
(Include date and citation of act of legislature by which authorized)

(*b*) From other sources
(State how placed under direct control of Highway Department)

ROAD EMBRACED IN PROJECT

ARTICLE II. This agreement covers the following highway as described in detail in said surveys, plans, and specifications:

Between **survey station 20+68.3 at the east city limits of Ontario, and ending at survey station 47+06.8, west end of the Snake River Bridge**

, length **0.895 of a** mile~~s~~, in **Malheur** County,

being S~~[illegible]~~ **Oregon Federal Aid** project No. **46(3)**, consisting of **roadside improvement.**

0.895 of a mile~~s~~ of ~~[illegible]~~

~~[illegible]~~

CHARACTER AND METHOD OF CONSTRUCTION

ARTICLE III. The Highway Department will construct or cause to be constructed to final completion said project, in strict compliance with said plans and specifications, which are made a part hereof, under its direct supervision, which shall include adequate inspection throughout the course of construction, subject at all times to inspection and approval by the Administrator or his agents, and in accordance with the laws of said State, the rules and regulations of the Administrator, and the following conditions:

(*a*) It is agreed that the construction work on the project shall be performed by contract, unless the performance thereof by force account shall be approved by the Administrator or his authorized representatives. Such construction work as may be performed by force account shall be paid for on the basis of the units of work performed at the unit prices set forth in the estimate as approved by the Administrator, except that where the total actual cost is ascertained to be less than the estimate so approved the total Federal payments shall not exceed the Federal pro rata share of such total actual cost.

UNITED STATES PRO RATA SHARE OF THE COST OF SAID PROJECT

ARTICLE IV. The United States pro rata share of the value of the labor and materials which shall be actually put into the construction of [illegible] said project shall not in any event exceed the sum of one thousand, fifty and 00/100 dollars ($1,050.00), certified to the Secretary of the Treasury as above mentioned, which does not exceed the authorized Federal pro rata share of one thousand, seven hundred eleven and 60/100 dollars ($1,711.60), the approved total estimated cost of [illegible] said project.

PAYMENTS

ARTICLE V. As the construction of said project progresses, the Administrator shall from time to time draw warrants on the Secretary of the Treasury for the payment to

The State Treasurer
(Official or depository)

hereby designated by the Highway Department for that purpose and authorized under the laws of said State to receive public funds of the State of Oregon
(Name)

of such sums as shall not, together with previous payments, exceed the United States pro rata share, as above specified, of the value, as determined by the Administrator after inspection and approval, of the labor and materials which have actually been put into said construction work in compliance with the requirements of Article III hereof.

The Administrator reserves the right to withhold such sum as he may deem necessary to insure completion of construction in compliance with said plans and specifications.

MAINTENANCE OF PROJECT

ARTICLE VI. The Highway Department will maintain said project in compliance with said acts of July 11, 1916, and November 9, 1921, out of funds which have been or will be made available therefor by said State in the manner herein set forth, to wit: (Include reference to statute authorizing

Chap. 529, laws 1939.
funds and probable amount annually available)

The Highway Department will use every means within its power to insure proper and permanent maintenance of said project, and to that end will provide for the constant making of needed repairs to preserve a smooth-surfaced highway.

Showing of authority of the Highway Department to execute agreements will be found in the agreement for project No. 112.

In witness whereof the parties have hereunto affixed their signatures, the Highway Department on the day and year first above written and the Administrator on the ______ day of JUN 18 1940, 19__

OREGON STATE HIGHWAY COMMISSION
(Official title of Highway Department)

By Henry F Cabell
Chairman, State Highway Commission
(Title of officer)

By
Member, State Highway Commission
(Title of officer)

By
Member, State Highway Commission
(Title of officer)

By
(Title of officer)

By
(Title of officer)

FEDERAL WORKS ADMINISTRATOR,

By H.J. O'Leary
Acting Commissioner of Public Roads.

Form PR. 3—Revised

FEDERAL WORKS AGENCY
PUBLIC ROADS ADMINISTRATION

CERTIFICATE OF APPROVAL OF PLANS, SPECIFICATIONS, AND ESTIMATES

(Under "An Act to provide that the United States shall aid the States in the construction of rural roads, and for other purposes," approved July 11, 1916, and acts amendatory thereof and supplementary thereto.)

To

The Secretary of the Treasury, and

The State Highway Department of the State of Oregon

Pursuant to the acts above cited, I hereby certify—

First. That in accordance with the provisions of said acts, I have approved the plans, specifications, and estimates submitted by the State Highway Department of the State of Oregon for the construction of a highway designated in the records of this Agency as Federal Aid Project No. 46(2)

State of Oregon

Second. That in accordance with said provisions I have approved the sum of $ 1,711.60 as the total estimated cost of said project, and the sum of $ 1,050.00 as the share of the United States, payable under said acts on account of such project, which does not exceed the authorized Federal pro rata share of said total estimated cost.

Done at the city of Washington, this ____ day of JUN 18 1940

one thousand nine hundred and ____

Federal Works Administrator,

By H. J. O'Leary
Acting Commissioner of Public Roads.

U. S. GOVERNMENT PRINTING OFFICE 16—10129

HBG

RECEIVED
JUN 29 1940
FOR FILE

J6-A-3

June 28, 1940

SEELEY & COMPANY
Board of Trade Building
Portland, Oregon

Attention R. R. Howton

Gentlemen:

This will acknowledge receipt of your letter of June 27 transmitting three copies of Contract No. 2335 with M. E. Meyers & Son, for the roadside improvement project on the Ontario-Snake River Section of the Old Oregon Trail in Malheur County.

We are returning these copies to the contractors for their signature on the bond to accompany the contract. If you do not require a fully executed copy of the contract you may retain the fourth copy. However, we usually furnish the surety with a fully executed copy. If you prefer the latter please forward your fourth copy to the contractors at once in order that they may sign the bond and return the contracts to us. In either case, will you inform us of your disposition of the fourth copy.

Very truly yours,

STATE HIGHWAY COMMISSION
By

Secretary

DGD:MEL

cc - M. E. Meyers & Son
Echo, Oregon

M. E. Myers & Son: Will you please sign the bond to accompany the contract on page 127 the same as you have signed the contract on page 125, on each copy of the contract, and return them to this office at your earliest convenience.

HBG

SEELEY & CO.
Insurance
GENERAL AGENTS AND MANAGERS
CABLE ADDRESS "SEECO"
MEMBER AMERICAN ASSOCIATION OF INSURANCE GENERAL AGENTS

THE MULTIPLE LINE GENERAL AGENTS

SAN FRANCISCO, CALIF.
130 SANSOME STREET
LOS ANGELES, CALIF.
FIDELITY BUILDING

SEATTLE, WASH.
COLMAN BUILDING
PORTLAND, ORE.
BOARD OF TRADE BLDG.

Portland, Oregon
June 27, 1940

STATE OF OREGON HIGHWAY COMMISSION
Salem, Oregon

Gentlemen:

RE: New Amsterdam Casualty Co.
Contradt Bond #20268 -
M.E.Meyers & Son, Echo, Oregon

We have been requested to forward to you direct Specifications and Contract #2335, which are going forwarded to you today via prepaid express - having retained one copy for the surety company.

We note that the bond has not been signed by the contractors. However, to expedite matters we are sending the papers on to you in case the Contractors may be in Salem to sign them.

If you should require the fourth copy of the Specifications and Agreement, kindly advise and we will send same. However, the surety requires a copy.

Very truly yours

SEELEY & CO., General Agents

By R R Houston
Underwriting Department

RRH/
cc/Agents

RECEIVED
JUN 20 1940
FOR FILING

46-A-3

June 18, 1940

M. E. MEYERS & SON
Echo, Oregon

Gentlemen:

We are sending you today by express four copies of Contract No. 2335 which was awarded to you by the State Highway Commission on June 14, 1940, covering the work of roadside improvement on the Ontario-Snake River Section of the Old Oregon Trail, in Malheur County.

Kindly execute all four copies of this contract as to agreement and bond and return them to this office for approval by the State Highway Commission. When this has been done a fully executed copy will be returned to you for your records and files. We will also send an executed copy to the surety on your bond.

Your special attention is called to the paragraph under Section 5 of the printed General Provisions, relating to the Workmen's Compensation Act. You are expected to accept the terms of this Act and to carry on your work under this contract in strict conformance thereto.

Your attention is also called to the mimeographed page immediately preceding the colored pages, relating to payment by the contractor of amounts due hospital associations, et cetera.

Very truly yours,

STATE HIGHWAY COMMISSION
By

Secretary

MBL

FA 46-A-3

June 15, 1940

H. E. Myers & Son
Echo, Oregon

Gentlemen:

The State Highway Commission on June 14, 1940, awarded you the contract for 1.27 miles roadside improvement on the Ontario-Snake River Section of the Old Oregon Trail, in Malheur County. This award was based on your low bid of $2,772.41 submitted on that date.

Contract forms will be sent to you for execution within the next few days.

Very truly yours,

Secretary

AM

cc - Mr. S. H. Probert
Mr. G. S. Paxson

FEDERAL WORKS AGENCY
PUBLIC ROADS ADMINISTRATION
DISTRICT ONE

MONTANA
OREGON
WASHINGTON

POST OFFICE BUILDING
PORTLAND, OREGON

May 27, 1940

Mr. R. H. Baldock
State Highway Engineer
Salem, Oregon

Dear Sir:

We are forwarding herewith two copies of proposed project agreement for signature and return to this office, covering Oregon Federal Aid Project No. 46 (3), roadside improvement, Ontario-Snake River Section of the Old Oregon Trail.

Since Federal Aid for this project consists of 1939 funds which will lapse if the agreement is not completely executed by June 30, 1940, it is requested there should be no delay.

Enclosed is an approved copy of the detail estimate upon which the agreement was based, together with approved copy of specifications.

Very truly yours,

W. H. LYNCH
District Engineer

By L J Caufield
L. J. Caufield
Sr. Highway Engineer

Encls.

FEDERAL WORKS AGENCY
PUBLIC ROADS ADMINISTRATION
DISTRICT ONE

MONTANA
OREGON
WASHINGTON

POST OFFICE BUILDING
PORTLAND, OREGON

RECEIVED
[illegible] 1940

June 14, 1940

Mr. R. H. Baldock
State Highway Engineer
Salem, Oregon

Dear Sir:

This is to confirm our verbal concurrence in award of contract, as of this date, for Oregon Federal Aid Projects Nos. FAP 46-A (3) and FAP 158-B (3), Ontario-Snake River Section of Old Oregon Trail, to M. E. Myers & Son, Echo, Oregon, who submitted the low bid.

Very truly yours,

W H Lynch
W. H. LYNCH
District Engineer

RECEIVED
NOV 22 1940
FOR FILING

May 15, 1940

Mr. W. H. Lynch
District Engineer
Public Roads Administration
Post Office Box 3900
Portland, Oregon

Dear Sir:

Herewith are enclosed seven copies of estimate as basis for project agreement for the Ontario-Snake River Section, Project No. FA 46-A (3).

Five bid proposals are being sent under separate cover.

Conforming with the suggestion contained in your letter of May 11, 1940, we are submitting this preliminary estimate as basis for project agreement rather than delay until after award of the contract.

Very truly yours,

R. H. BALDOCK
State Highway Engineer

By

S. H. Probert
Office Engineer

Dict. by J. W. Nash/MF

Encl.

Oregon State Highway Department   Federal Aid Project No. 46-A (3)

ONTARIO-SNAKE RIVER SECTION
OF THE OLD OREGON TRAIL IN MALHEUR COUNTY

(Estimate as basis for project agreement. Based on estimated prices.)

Salem, Oregon, May 15, 1940

Roadside Improvement (Sta. 20+68.3 to 67+06.8)

3.1	acres	Right of Way Clean-up	$ 50.00	$ 155.00
200	cu. yds.	Excavation, Single Classif.	2.00	400.00
All Required		Furnishing and Planting Trees, Shrubs and Vines (40%)		600.00
4.2	acres	Preparation for Seeding	50.00	210.00
4.55	acres	Seeding	20.00	91.00
12	bales	Peat Moss	5.00	60.00
.4	tons	Commercial Tankage	100.00	40.00
			Subtotal	$ 1,556.00
			10% Engr. & Cont.	155.60
			Total	$ 1,711.60

Length	0.895 mile
Cost per mile	$ 1,912.40

Federal Aid Funds- -	$ 1,050.00
State Funds- -	661.60
	$ 1,711.60

State Funds for Construction: Chap. 175, laws 1917; Chap. 31, laws 1920;
Chap. 529, laws 1939
State Funds for Maintenance: Chap. 529, laws 1939

Oregon State Highway Department   Federal Aid Project No. 46-A ([illegible])

ONTARIO-SNAKE RIVER SECTION
OF THE OLD OREGON TRAIL IN MALHEUR COUNTY

(Estimate as basis for project agreement. Based on estimated prices.)

Salem, Oregon, May 15, 1940

Roadside Improvement (Sta. 20+68.3 to 47+06.8)

3.1	acres	Right of Way Clean-up	$ 50.00	$ 155.00
200	cu. yds.	Excavation, Single Classif.	2.00	400.00
All Required		Furnishing and Planting Trees, Shrubs and Vines (40%)		600.00
4.2	acres	Preparation for Seeding	50.00	210.00
4.55	acres	Seeding	20.00	91.00
12	bales	Peat Moss	5.00	60.00
.4	tons	Commercial Tankage	100.00	40.00
			Subtotal	$ 1,556.00
			10% Engr. & Cont.	155.60
			Total	$ 1,711.60

Length	0.895 mile
Cost per mile	$ 1,912.40

Federal Aid Funds- -	$ 1,050.00
State Funds- -	661.60
	$ 1,711.60

State Funds for Construction: Chap. 175, laws 1917; Chap. 31, laws 1920; Chap. 529, laws 1939
State Funds for Maintenance: Chap. 529, laws 1939

46-3

FEDERAL WORKS AGENCY
PUBLIC ROADS ADMINISTRATION
DISTRICT ONE

MONTANA
OREGON
WASHINGTON

POST OFFICE BUILDING
PORTLAND, OREGON

April 8, 1940

Mr. R. H. Baldock
State Highway Engineer
Salem, Oregon

Dear Sir:

P.S.& E. documents for Oregon Federal Aid Project No. FAP 46-A (3), the Ontario-Snake River Section of the Old Oregon Trail, have today been recommended for approval, subject to final review and approval by the Commissioner of Public Roads. This is your authority to advertise for bids.

Prompt submission of the bid tabulation and agreement estimate will be appreciated.

Very truly yours,

W. H. LYNCH
District Engineer

By

F. E. Andrews
Sr. Highway Engineer

RECEIVED
NOV 22 1940
FOR FILING

46-A-3

March 28, 1940

Mr. W. H. Lynch
District Engineer
Public Roads Administration
P. O. Box 3900
Portland, Oregon

Dear Sir:

Herewith are enclosed seven copies of estimate and three copies of right of way statement for the Ontario-Snake River Section, Project No. FA 46-A (3).

Five bid proposals and five sets of blueprint plans are being sent under separate cover.

Very truly yours,

R. H. BALDOCK
State Highway Engineer

By

J. W. Nash
Asst. Office Engineer

JWN:ER

Encl.

Oregon State Highway Department Federal Aid Project No. 46-A (3)

ONTARIO-SNAKE RIVER SECTION

OF THE OLD OREGON TRAIL IN MALHEUR COUNTY

(Estimate to accompany plans and specifications. Not as basis for project agreement.)

Salem, Oregon, March 28, 1940

Roadside Improvement (Sta. 20+68.3 to 47+06.8)

3.1	acres	Right of Way Clean-up	$ 40.00	$ 124.00
200	cu. yds.	Excavation, Single Classif.	1.50	300.00
All Required		Furnishing and Planting Trees, Shrubs and Vines (40%)		560.00
4.2	acres	Preparation for Seeding	30.00	126.00
4.55	acres	Seeding	20.00	91.00
12	bales	Peat Moss	5.00	60.00
.4	tons	Commercial Tankage	100.00	40.00
			Subtotal	$ 1,301.00
			10% Engr. & Cont.	130.10
			Total	$ 1,431.10

Length	0.895 mile
Cost per mile	$ 1,598.99

Federal Aid Funds- -	$ 870.00
State Funds- -	561.10
	$ 1,431.10

ONTARIO-SNAKE RIVER SECTION

PROJECT NO. FA 46-A (3)

All necessary right of way has been acquired for this project.

R. H. BALDOCK
State Highway Engineer

By

J. W. Nash
Asst. Office Engineer

March 28, 1940

CONTRACT# [redacted] 2335

26-1203 Wire Rope Replacement, Interstate Br.
Pacific Hwy. between Vanc.-Port. 1940

2336

RECEIVED
JAN 1
FOR FILING

21-B-

January 15, 1941

Contracting & Sales Co., Inc.
212 North Russell
Portland, Oregon

Gentlemen:

At the meeting of the State Highway Commission held on November 15, 1940, the following action was taken on your request for an extension of time:

> "Contracting and Sales Company, Inc., Contract No. 2336, for replacement of wire rope on the Interstate Bridge over the Columbia River on the Pacific Highway between Portland, Oregon, and Vancouver, Washington, requested an additional extension of time, from October 15 to November 14, 1940, within which to complete this job. They alleged that their failure to complete the project within the specified time limit was due to conditions over which they had no control, particularly the following: The Federal government commandeered their superintendent who was particularly familiar with the work and who could not be replaced on short notice; union labor on the job could not be employed more than 5 days a week; and difficulties encountered in fitting the new diaphrams with the old gears, et cetera. The Engineer advised that the specified date of completion was August 31, 1940, but the Commission extended this time limit to October 15, 1940, without penalty because of the delay incurred by the contractor in securing the necessary cable from the factory. He further stated that since the Commission took action extending the time limit to October 15 there has been added to the work an item of replacement of guide rollers which installation took about three days' time. He gave as his thought that, except for the three days' time in installing the guide rollers, the contractor should have completed the job by October 15 and recommended that the extension of time now requested be granted subject to the condition that the first three days thereof be without penalty but the contracto be charged with the engineering expense incurred by the state subsequent to such three-day period. The Commission approved the recommendation.

Very truly yours,
OREGON STATE HIGHWAY COMMISSION
By

Secretary

CC - E. A. Collier

RECEIVED
DEC 23 1940
FOR FILING

34-1243

December 16, 1940

Maryland Casualty Co.
John Schibel Company, Agent
Pittock Block
Portland, Oregon

Gentlemen:

You are hereby notified that state highway contract No. 2336 for replacement of wire rope on the Interstate Bridge, in Multnomah County, has been completed by the contractor, Contracting and Sales Company, Inc., and that final settlement will be made by the state with said contractor for work done under said contract on or after December 26, 1940.

The state is not advised of any unpaid claims for labor or materials, or of the existence of any claims, debts, dues or demands incurred in the performance of such work and remaining unsatisfied, and you are advised that the state assumes no responsibility for any such claims should there be any.

This notice is served upon you since you appear as surety on the bond furnished by the above-mentioned contractor. Kindly acknowledge receipt of this letter.

For your information we wish to advise that the total amount paid the contractor in connection with this contract will be $6,569.10, and that no force account work was performed therein.

Very truly yours,

STATE HIGHWAY COMMISSION

By

Secretary

DD:AM

NOTED
D. G. DeSart

RECEIVED
DEC 12 1940
FOR FILING

26-1203

December 11, 1940

John Schibel & Company
Pittock Block
Portland, Oregon

Gentlemen:

This will acknowledge receipt of your letter of December 6, and advise that semi-final payment, in the amount of $6,120.25, was mailed to the Contracting and Sales Company, on December 3, 1940.

Very truly yours,

OREGON STATE HIGHWAY COMMISSION

By

Secretary

DGD:RS

CEIVED

FORM E-90 REVISED 25M 8-40

OREGON STATE HIGHWAY COMMISSION

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
December 9, 1940

Subject:

To: Mr. H. B. Glaisyer
Secretary
Office

Dear Sir:

For your information, Contracting & Sales Co., Inc., completed work on Contract No. 2336, Interstate Bridge Cable Replacement, on October 31, 1940. Will you please secure authority from the Commission to pay the final estimate on this job.

Yours very truly,

G. S. Paxson
Bridge Engineer

By WAReeves
W. A. Reeves
Bridge Office Engineer

CAG:TH

APPROVED BY HIGHWAY COMMISSION
DATE Dec. 18, 1940
HBGlaisyer
Secretary

RECEIVED
NOV 27 1940
FOR FILING

26-1263

November 25, 1940

CONTRACTING & SALES COMPANY, INC.
212 N. Russell Street
Portland, Oregon

Gentlemen:

At the meeting of the State Highway Commission held on October 11, 1940, the following action was taken on your request for extension of time:

"Contracting & Sales Company, Inc., Contract No. 2336, for replacement of wire rope on the Interstate Bridge over the Columbia River between Portland and Vancouver, Washington, requested an extension of time of 45 days within which to complete this project. They attributed their failure to complete the project within the specified time limit to reasons beyond their control, particularly delay in receiving a shipment of cables from factories in the East, such delay being caused by the urgency to fill government's orders in connection with its preparedness program. The Engineer pointed out that the contract calls for the furnishing and replacement of some special cables which had to be ordered from the East and there was delay in receiving this material, due, as alleged by the contractor, to large orders placed by the federal government for war materials. It was his thought that the replacement of the cables would be entirely complete by October 15, which is the date to which the contractor desires an extension of time, and he recommended the granting of an extension of time to that date without penalty. The Commission approved the recommendation unanimously."

Very truly yours,

STATE HIGHWAY COMMISSION

By

Secretary

MBL

cc - E. A. Collier

RECEIVED
NOV 19 1940
FOR FILING

26-1303

November 19, 1940

MARYLAND CASUALTY COMPANY
John Schibel Company, Local Agent
Pittock Block
Portland, Oregon

Gentlemen:

You are advised that it is the intention of the State Highway Commission to make semi-final payment to Contracting & Sales Company on Contract No. 2336 for the replacing of wire rope on the Interstate Bridge over the Willamette River between Portland and Vancouver, on the Pacific Highway, Multnomah County. This payment, in the amount of $6,120.25, will be made on or after November 29, 1940. The retained percentage is $ 471.75.

The state is not advised of any unpaid claims for labor or materials or of the existence of any claims, debts, dues, or demands incurred in the performance of such work and remaining unpaid, and you are advised that the state assumes no responsibility for any such claims should there be any.

Kindly acknowledge receipt of this letter.

Very truly yours,

STATE HIGHWAY COMMISSION

By
Secretary

DGD:MBL

NOTED
D. G. DeSart

5e.2

RECEIVED
OCT 30 1940
FOR FILING

26-1203

June 17, 1940

Contracting and Sales Company, Inc.
212 North Russell Street
Portland, Oregon

Gentlemen:

Confirming my telegram to you of this date, the State Highway Commission has today awarded you the contract for replacement of wire rope on the Interstate Bridge over the Columbia River on the Pacific Highway between Vancouver and Portland, Multnomah County. This award was based on your low bid of $6,290 submitted on June 14, 1940.

Contract forms will be sent to you for execution within the next few days.

Very truly yours,

Secretary

MC:AM

cc - Mr. S. H. Probert
Mr. G. S. Paxson

M

CLASS OF SERVICE DESIRED

DOMESTIC		CABLE	
TELEGRAM	X	ORDINARY	
DAY LETTER		URGENT RATE	
SERIAL		DEFERRED	
NIGHT LETTER		NIGHT LETTER	
SPECIAL SERVICE		SHIP RADIOGRAM	

Patrons should check class of service desired, otherwise the message will be transmitted as a telegram or ordinary cablegram.

COPY OF
WESTERN UNION TELEGRAM

SALEM OREGON JUNE 17 1940

CONTRACTING AND SALES COMPANY, INC.
212 NORTH RUSSELL STREET
PORTLAND OREGON

STATE HIGHWAY COMMISSION AWARDED YOU TODAY CONTRACT FOR REPLACEMENT OF WIRE ROPE ON INTERSTATE BRIDGE OVER COLUMBIA RIVER ON PACIFIC HIGHWAY BASED ON YOUR LOW BID SUBMITTED JUNE 14, 1940. CONTRACT FORMS FOLLOW SHORTLY.

STATE HIGHWAY COMMISSION
H. B. GLAISYER, SECRETARY

File

OREGON STATE HIGHWAY COMMISSION
By

RS

Secretary

D.G. Desart

This is a full-rate Telegram or Cablegram unless its deferred character is indicated by a suitable symbol above or preceding the address.

WESTERN UNION

1201

(15)

R. B. WHITE, PRESIDENT
NEWCOMB CARLTON, CHAIRMAN OF THE BOARD
J. C. WILLEVER, FIRST VICE-PRESIDENT

SYMBOLS
DL = Day Letter
NL = Night Letter
LC = Deferred Cable
NLT = Cable Night Letter
Ship Radiogram

The filing time shown in the date line on telegrams and day letters is STANDARD TIME at point of origin. Time of receipt is STANDARD TIME at point of destination

PRH78 27=OLYMPIA WASH 17 947A

R H BALDOCK=

OREGON STATE HIGHWAY COMMISSION

WE CONCUR IN AWARD OF CONTRACT FOR REPLACEMENT OF CABLES AND ANCHORAGE MACHINERY AT VANCOUVER INTERSTATE BRIDGE ON LOW BID OF SIX THOUSAND TWO HUNDRED NINETY DOLLARS=

L V MURROW.

Ltr confirmed

REFERRED TO

M

THE COMPANY WILL APPRECIATE SUGGESTIONS FROM ITS PATRONS CONCERNING ITS SERVICE

OREGON STATE HIGHWAY COMMISSION
By

RS

Secretary

D.G. De[illegible]rt

BRIDGE D[illegible]RTMENT

OF SERVICE DESIRED			
DOMESTIC		CABLE	
TELEGRAM		ORDINARY	
DAY LETTER		URGENT RATE	
SERIAL		DEFERRED	
NIGHT LETTER		NIGHT LETTER	
SPECIAL SERVICE		SHIP RADIOGRAM	

Patrons should check class of service desired, otherwise the message will be transmitted as a telegram or ordinary cablegram.

COPY OF
WESTERN UNION TELEGRAM

FILES

SALEM, OREGON
JUNE 15, 1940

MR. LACEY V. MURROW
DIRECTOR OF HIGHWAYS
DEPARTMENT OF HIGHWAYS
OLYMPIA, WASHINGTON

RECEIVED LOW BID OF $6,290 FOR REPLACEMENT OF CABLES AND ANCHORAGE MACHINERY AT VANCOUVER INTERSTATE BRIDGE. BUDGET SET UP IN LETTER TO MR. DAVIS, APRIL 26, IS $7,000. MAY WE HAVE YOUR CONCURRENCE IN AWARD?

R. H. BALDOCK

CMP CH
CC AUDITOR
O. S. PAXSON

OREGON STATE HIGHWAY COMMISSION
By

RS

Secretary

E.G. Dewart

RECEIVED
JUL 20 1940
FOR FILING

26-1203

July 15, 1940

Contracting & Sales Company, Inc.
212 N. Russell Street
Portland, Oregon

Gentlemen:

By express we are forwarding to you a fully executed copy of contract No. 2336, awarded to you on June 17, 1940, for the replacement of wire rope on the Interstate Bridge, in Multnomah County.

This copy is for your records and files.

Very truly yours,

OREGON STATE HIGHWAY COMMISSION
By

Secretary

RS

E.G. Dewart

RECEIVED
JUL 20 1940
FOR FILING

26-1203

July 15, 1940

Maryland Casualty Company
813 Yeon Building
Portland, Oregon

Gentlemen:

We are sending to you today by express a fully executed copy of contract No. 2336, which was awarded to the Contracting & Sales Company, Inc., on June 17, 1940, for the replacement of wire rope on the Interstate bridge in Multnomah County.

This copy is being sent to you since you appear as surety on the bond, and is for your records and files.

Very truly yours,

OREGON STATE HIGHWAY COMMISSION
By

Secretary

RS

[illegible]
E.G. DeSart

RECEIVED
JUN 29 1940
FOR FILING

26-1203

June 28, 1940

MARYLAND CASUALTY COMPANY
813 Yeon Building
Portland, Oregon

Gentlemen:

We are returning to you by express four copies of Contracting & Sales Company's Contract No. 2336 for signature of the resident agent. Please have the resident agent sign the bond in each of the four copies and return them to this office at your earliest convenience.

Very truly yours,

STATE HIGHWAY COMMISSION
By

Secretary

DOD:MEL

RECEIVED
JUN 20 1940
FOR FILING

26-1203

June 18, 1940

CONTRACTING & SALES COMPANY, INC.,
212 N. Russell Street
Portland, Oregon

Gentlemen:

We are sending you today by express four copies of Contract No. 2336 which was awarded to you by the State Highway Commission on June 17, 1940, covering the replacement of wire rope on the Interstate Bridge in Multnomah County.

Kindly execute all four copies of this contract as to agreement and bond and return them to this office for approval by the State Highway Commission/ When this has been done a fully executed copy will be returned to you for your records and files. We will also send an executed copy to the surety on your bond.

Your special attention is called to the paragraph under Section 7 (page 13) of the printed General Provisions, relating to the Workmen's Compensation Act. You will be expected to accept the terms of this Act and to carry on your work under this contract in strict conformance thereto.

Very truly yours,

STATE HIGHWAY COMMISSION
By

Secretary

MBL

CONTRACT# [redacted] 2337

23-2020 Maintenance Patrol Station at
Blue Mountain, I. O. N. Hwy. 1940

RECEIVED

23-2020
2337

March 10, 1941

M. L. TAYLOR, Insurance
111 West 7th Street
Los Angeles, California

Attention Homer W. Searles

Gentlemen:

This will acknowledge receipt of your letter of March 7 and advise that Contract No. 2337 with Luther Fife & Company for the construction of a maintenance patrol station at Blue Mountain on the I.O.N. Highway, in Malheur County, was in the amount of $20,823.00. This contract was completed October 23, 1940, and accepted by the Commission On November 13, 1940. Warrant for final payment in the amount of $1,432.18 was mailed to the contractor on March 8, making the total amount earned and paid on this contract $20,349.89.

Very truly yours,

STATE HIGHWAY COMMISSION

By

Secretary

JM:mbl

a

IN OFFICE
111 W. 7TH STREET
LOS ANGELES, CALIF.
PHONE TUCKER 5136
CABLE ADDRESS
MILTAY LOS ANGELES

BRANCH OFFICE
P. O. BOX 1672
BALBOA, CANAL ZONE
CABLE ADDRESS
MILTAY PANAMA

M. L. TAYLOR
INSURANCE
ALL KINDS ALL LINES
FOREIGN COVERAGES
SURETY BONDS

Mar. 7, 1941.

AIR MAIL

Oregon State Highway Dept.,
Salem, Oregon.

Re: Luther Fife & Co.
Contractors

Gentlemen:

We have been advised that the above captioned contracting concern built for your department a Patrol Station, we cannot ascertain the exact location thereof.

We further understand that there is a retained estimate of $1449.49 due on the 10th of March to the above captioned concern. We further understand that the amount of the contract was $20,823.00.

This information has been given to us for credit purposes for the securing of a contract bond for the above captioned concern and information regarding these facts and any other information you can give us will be treated in the strictest of confidence and will be very much appreciated.

We enclose herewith a self-addressed, Airmail envelope for your convenience in replying.

Yours very truly,

Homer W Searles
Homer W. Searles.

HWS:CM
Encl.

RECEIVED
FOR FILING

2337

February 1, 1941

United States Fidelity & Guaranty Company
Raymond C. Weiss
Bedell Bldg.
Portland, Oregon

Gentlemen:

You are hereby notified that State Highway Contract No. 2337, has been completed by the contractors, Fife & Company, and that final settlement will be made by the state with said contractor on or after February 11, 1941.

The state is not advised of any unpaid claims for labor or materials, or of the existence of any claims, debts, dues or demands incurred in the performance of such work and remaining unsatisfied, and you are advised that the state assumes no responsibility for any such claims should there be any.

This notice is served upon you since you appear as surety on the bond furnished by the above contractor. Kindly acknowledge receipt of this letter.

For your information we wish to advise that the total amount paid the contractor in connection with this contract will be $20,349.89, including final payment, of which $24.00 is for force account work. This contract was completed on October 23, 1940, and accepted by the Commission on November 13, 1940

Very truly yours,

OREGON STATE HIGHWAY COMMISSION

By

Secretary

RS

NOTED
D. G. DeSart

FORM 8-90 REVISED 25M 5-40

2337

OREGON STATE HIGHWAY COMMISSION

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
November 9, 1940

Subject: Blue Mountain Patrol Station

To:

Mr. H. B. Glaisyer
Secretary
Office

Dear Sir:

For your information, Fife and Company completed work on Contract No. 2337, maintenance patrol station at Blue Mountain in Malheur County, on October 23, 1940. Please secure authority from the Commission to pay the final estimate on this job.

Yours very truly,

G. S. Paxson
Bridge Engineer

By W A Reeves

W. A. Reeves
Bridge Office Engineer

CAG:TH
cc: C. A. Gardner

APPROVED BY HIGHWAY COMMISSION
DATE November 13, 1940
H B Glaisyer
Secretary

RECEIVED
JUL 22 1940
FOR FILING

[illegible]
2337

July 22, 1940

Fife & Company
Nyssa, Oregon

Gentlemen:

We are forwarding to you today, by express, a fully executed copy of Contract No. 2337 which was awarded to you on June 29, 1940, for construction of a maintenance patrol station at Blue Mountain, in Malheur County. This is for your records and files.

Very truly yours,

STATE HIGHWAY COMMISSION

By

Secretary

DD:AM

RECEIVED
JUL 22 1940
FOR FILING

23-2020
2337

July 22, 1940

United States Fidelity & Guaranty Co.
Raymond C. Weiss, Agent
Bedell Building
Portland, Oregon

Gentlemen:

We are forwarding to you today, by express, a fully executed copy of Contract No. 2337 which was awarded to Fife & Company on June 29, 1940, for construction of a maintenance patrol station at Blue Mountain, in Malheur County.

This is being forwarded to you inasmuch as you appear surety on the bond furnished by the contractor in connection with this job.

Very truly yours,

STATE HIGHWAY COMMISSION

By

Secretary

DD:AM

RECEIVED
JUL 10 1940
FOR FILING

23-2020
2337

July 9, 1940

FIFE & COMPANY
Alberta Street
Nyssa, Oregon

Gentlemen:

We are returning by express today the four copies of your contract, No. 2337, for the signature of the other members of your partnership.

Please have the other members sign both the contract agreement and the bond and return the copies to this office at your earliest convenience.

Very truly yours,

STATE HIGHWAY COMMISSION
By

Secretary

DOD:MBL

2337

RECEIVED
FOR FILING

RECEIVED
JUL 9 - 1940
OREGON
STATE HIGHWAY COMMISSION

UNITED STATES FIDELITY AND GUARANTY COMPANY
PORTLAND OFFICE
1112 BEDELL BUILDING, PORTLAND, OREGON
TELEPHONE: ATWATER 8511

MORRISON K. SPROTT
Manager

JOSEPH A. BOYCE
Superintendent of Claims

July 8, 1940

Mr. H. B. Glaisyer, Secretary
Oregon State Highway Commission
Salem, Oregon

Dear Sir:

Under separate cover we are forwarding you in quadruplicate contract and bond on behalf of Fife and Company of Nyssa, to cover the contract for the construction of a Maintenance Patrol Station on the I. O. N. Highway at Blue Mountain in Malheur County.

Very truly yours,

Raymond C. Wein
Supt. Surety Dept.

RCW/k

RECEIVED
JUL 3 1940
[illegible]

22-2.030
2337

July 2, 1940

Fife and Company
Nyssa, Oregon

Gentlemen:

We are sending you today, by express, four copies of Contract No. 2337 which was awarded to you on June 29, 1940, by the State Highway Commission covering the construction of a maintenance patrol station at Blue Mountain on the I.O.N. Highway, in Malheur County.

Will you kindly execute all four copies of this contract as to agreement and bond and return them to this office for approval by the Highway Commission. When this is done a fully executed copy will be returned to you for your records and files. We will also send an executed copy to the surety on your bond.

Your special attention is called to the provision on page 25, relating to the Workmen's Compensation Act. You are expected to accept the terms of this Act and to carry on your work in strict conformance thereto.

Your attention is also called to the paragraph on page 25 relating to the payment by the contractor of amounts due hospital associations, et cetera.

Very truly yours,

STATE HIGHWAY COMMISSION

By

Secretary

DD:AM

RECEIVED
OCT 31 1940
FOR FILING

23-2[illegible]
2337

4m

July 1, 1940

Fife & Company
Nyssa, Oregon

Gentlemen:

Confirming my telegram to you of this date, the State Highway Commission awarded to you on June 29, 1940, the contract for construction of a maintenance patrol station at Blue Mountain on the I.O.N. Highway, Malheur County. This award was based on your low bid of $20,823.00 submitted on June 14, 1940.

Contract forms will be sent to you for execution within the next few days.

Very truly yours,

HG:AM

Secretary

cc- Mr. J. H. Probert
Mr. G. S. Paxson

Sent confirmation G

M

CLASS OF SERVICE DESIRED

DOMESTIC		CABLE	
TELEGRAM	☒	ORDINARY	
DAY LETTER		URGENT RATE	
SERIAL		DEFERRED	
NIGHT LETTER		NIGHT LETTER	
SPECIAL SERVICE		SHIP RADIOGRAM	

Patrons should check class of service desired, otherwise the message will be transmitted as a telegram or ordinary cablegram.

COPY OF
WESTERN UNION TELEGRAM

SALEM OREGON JULY 1 1940

FIFE & COMPANY

NYSSA OREGON

STATE HIGHWAY COMMISSION AWARDED TO YOU ON JUNE 29 CONTRACT FOR CONSTRUCTION OF MAINTENANCE PATROL STATION AT BLUE MOUNTAIN ON I.O.N. HIGHWAY IN MALHEUR COUNTY BASED ON YOUR LOW BID SUBMITTED JUNE 14, 1940. CONTRACT FORMS FOLLOW SHORTLY.

STATE HIGHWAY COMMISSION
H B GLAISYER SECRETARY

File

CONTRACT# [redacted] 2338

PAS 66-A-1 Warrenton (Mass. Ave.-Market 1940
St.) Sec., Ft. Stevens Co. Rd.
#2338

RECEIVED
MAR 26 1941
FOR FILING

FAS 66-E-1

March 25, 1941

Jacobsen-Jensen Co.
517 N. E. Stanton
Portland, Oregon

Gentlemen:

At the meeting of the State Highway Commission held on December 3, 1940, the following action was taken on your request for extension of time:

Jacobsen-Jensen Company, Contract No. 2338, for grading and paving the Warrenton (Massachusetts Ave.-Market St.) Section of the Fort Stevens County Road, in Clatsop County, requested an additional extension of time, from October 5 to October 26, 1940, within which to complete this project. They attributed their failure to complete the project within the specified time limit to difficulties in securing crushed material for base and shoulder work, alleging that the Astoria firm that was to supply this material was greatly handicapped in doing so by reason of the fact that they were required to furnish similar materials for the Tongue Point Naval Base project. The Engineer advised that the reason given by the contractor for failure to complete this project on time is correct. He recommended, in view thereof, that the extension of time requested be granted without penalty. Also, that the penalty previously imposed on the contractor in connection with the first extension of time be cancelled. A letter was presented from the Public Roads Administration concurring therein. The Commission approved the recommendation.

Very truly yours,

OREGON STATE HIGHWAY COMMISSION

By

Secretary

FO

cc Mr. F. D. Eason
Salem, Oregon

RECEIVED

February 1, 1941

Great American Indemnity Company
Harvey Wells-Reed Insurance Agency
Failing Bldg., Portland

Gentlemen:

You are hereby notified that State Highway contract No. 2338 for grading and paving the Warrenton Section of the Fort Stevens County Road, in Clatsop County, has been completed by the contractors, Jacobsen-Jensen Company, and that final settlement will be made by the state with said contractor on or after February 11, 1941.

The state is not advised of any unpaid claims for labor or materials, or of the existence of any claims, debts, dues, or demands incurred in the performance of such work and remaining unsatisfied, and you are advised that the state assumes no responsibility for any such claims should there be any.

This notice is served upon you since you appear as surety on the bond furnished by the above contractor. Kindly acknowledge receipt of this letter

For your information we wish to advise that the total amount paid the contractor in connection with this contract will be $26,303.51, including final payment, and that no force account work was performed therein. This contract was completed on October 26, 1940, and accepted by the Commission on December 5, 1940.

Very truly yours,

OREGON STATE HIGHWAY COMMISSION

By

RS

Secretary

NOTED
D. G. DeSart

R.H.Baldock

bruary 21st, 1941 4

FINAL COST ANALYSIS

Warrenton (Mass. Ave.-Market St. Section)
Contract 2338
Grade and Pave
Jacobsen-Jensen, Contractors
L. D. Mars, Resident Engineer

Fort Stevens County Road
Prefix 4-1041

Item	Cost	Quantity	Unit	Unit Cost	Unit Bid	Gross Revenue
Clearing & Grubbing	$978.51	100%				$1,300.00
Trench Excavation	123.04	121.2	Cu. Yd.	1.03	1.50	181.80
Excavation, Single Class	1,603.84	7,520.2	" "	0.21	0.25	1,880.05
Truck Haul	781.34	3,969.7	Yd. Mi.	0.19	0.14	555.76
Finishing Roadbed & Slopes	156.00	0.52	Mile	300.00	300.00	156.00
Removal of Old Pavement	343.13	1,022.2	Sq. Yd.	0.33	0.40	408.88
18" Concrete Pipe	470.38	321	Lin. Ft.	1.47	2.10	674.10
36" " "	474.46	81	" "	5.86	6.50	526.50
3"-0" Mat'l in Base	5,084.33	3,270	Cu. Yd.	1.55	1.70	5,559.00
3/4"-0" " " Cushion	581.12	256	" "	2.27	2.40	614.40
3/4"-0" Mat'l in Shldrs. & Surfacing	771.35	358	" "	2.16	2.40	859.20
½"-0" Mat'l in Footpath	144.99	48	" "	3.02	2.60	124.80
Portland Cement Conc. Pave.	12,701.60	6,701.4	Sq. Yd.	1.89	1.98	13,268.77
Contraction Joints	83.60	3,344	Lin. Ft.	0.025	0.02	66.88
Dowels	123.03	665	Each	0.185	0.15	99.75
Tie Bars & Reinf.	126.78	2,392	Lbs.	0.053	0.05	119.60
Expansion Joints	76.56	660	Lin. Ft.	0.116	0.15	99.00
PA #1, Cement Adjustment	________	- 79.91	Bbl.		- 2.39	- 190.98
	$24,624.06					$26,303.51

Gross Revenue	$26,303.51
Total Cost	24,624.06
Net Profit	$1,679.45

Net Profit Equals 6.4% of Gross Revenue

Warrenton (Mass. Ave.-Market St.)

Detail of Cost

Labor:

Supervision	$518.00	
Labor	6,064.64	
State Industrial Accident Insurance	362.92	
Social Security & Unemployment Insurance	223.37	
		$7,168.93

Materials:

18" Concrete Pipe	321	lin. ft.	at	$0.90	$ 288.90	
36" " "	81	" "	"	4.50	364.50	
Ready Mix Concrete	5.25	cu. yd.	"	6.85	36.24	
Portland Cement	2,001.5	bbl.	"	2.39	4,782.39	
Concrete Aggregate	1,692	cu. yd.	"	1.33	2,250.36	
3/4"x7" Exp. Joints	660	lin. ft.	"	0.096	63.36	
¼"x2" Contr. "	3,344	" "	"	0.015	50.16	
Dowels	665		"	0.125	83.13	
Sleeves	655		"	0.035	23.28	
Tie Bars & Reinf. Steel	2,392	lbs.	"	0.0424	101.42	
3"-0" Crushed Rock	3,270	cu. yd.	"	0.70	2,289.00	
3/4"-0" " "	614	" "	"	1.20	736.80	
½"-0" Cushion	48	" "	"	1.20	57.60	
						11,127.14

Equipment Rental & Miscellaneous Supplies:

Equipment Rental	$2,342.38	
Hired Trucks (Including Gas, Oil & Grease)	1,535.54	
Gas, Oil and Grease	604.70	
Form Lumber	141.36	
Misc. Supplies & Small Tools	81.45	
Bond	263.04	
Move In	152.36	
Water Pipe Rental	78.00	
Cotton Mat Rental	167.53	
Public Liability Insurance	172.53	
Office & General Overhead	789.10	
		6,327.99
		$24,624.06

Warrenton (Mass. Ave.-Market St.)

REMARKS:

This contract, which required the grading and paving of 0.52 of a mile, was bid on June 13th, 1940. The contractor started work on July 22nd, and completed on October 26th, 1940.

The clearing area contained 7 acres, of which about 2 acres were covered with large spruce trees. The contractor used an RD-7 cat and dozer and succeeded in pulling many of the trees down. The logs were then split with powder and burned.

A 5-yard carryall scraper pulled by the RD-7 did most of the excavation on the job, and a rented 3/4-yard shovel was used on the borrow pit. Light hired trucks hauled the borrow material to the job. The crushed rock surfacing was purchased in the bunkers at the Hildebrand quarry in Astoria and hauled in 4-yard hired trucks an average of 9.6 miles to the job at a cost of $0.06 per yard mile.

Aggregate and cement were hauled from the City Lumber & Supply Co. in Astoria in hired batch trucks. A 7-sack Koehring paver was used for pouring the concrete, and the pavement was placed in 51-3/4 hours at an average of 130 sq. yds. per hour. There was some delay caused by rain during the paving operations.

As the contractor had been awarded a similar contract in Astoria two months prior to this job, the move in costs were reduced, and some of the form lumber was also available from the other contract. These factors, combined with an overrun in quantities on items on which the contractor had a favorable bid, aided him in making a fair profit on the job.

E. H. Clymer
Cost Analyst

By . . V. R. Jones

RECEIVED
JAN 6 1941
FOR FILING

FAS 66-A-1

January 4, 1940

Great American Indemnity Company
Harvey Wells-Reed Insurance Agency
Failing Building
Portland, Oregon

Gentlemen:

You are advised that it is the intention of the State Highway Commission to make semi-final payment to Jacobsen-Jensen Company on Contract No. 2338 which is for grading and paving the Warrenton (Massachusetts Avenue-Market Street) Section of the Fort Stevens County Road, in Clatsop County. This payment, in the amount of $3,186.50, will be made on or after January 14, 1941. The retained percentage is $794.83.

The state is not advised of any unpaid claims for labor or materials or of the existence of any claims, debts, dues or demands incurred in the performance of such work and remaining unsatisfied, and you are advised that the state assumes no responsibility for any such claims should there be any.

Kindly acknowledge receipt of this letter.

Very truly yours,

STATE HIGHWAY COMMISSION

By

Secretary

DD:AM

NOTED
D. G. DeSart

6

Form E-1—5M -5-40

FAS-66-A-1

1

OREGON STATE HIGHWAY COMMISSION

FIELD ENGINEER'S WEEKLY REPORT

FOR CONSTRUCTION PROJECTS ONLY

For Week Ending December 21,1940 , 19

Section	Warrenton (Mass. Ave. - Market St.)	*Kind of work*	Grading & Paving
Highway	Fort Stevens County Road	*Section prefix*	204-1041
Contractor	Jacobsen - Jensen	*Contract number*	2338
Date of contract	July 12 , 1940 , 19	*Date of completion*	August 31, 1940 , 19
Date work started	" 22 " , 19	*Estimated date of completion*	, 19
Amount of contract	$28,369.95	*Per cent of time elapsed*	56 days over Cont. %

Estimated cost of completed project, exclusive of engineering $26,494.49

Per cent of contract completed, based on total contract price %

Engineering cost to date, $ 1,875.46 , % *Date project was completed* Oct 26, 1940 , 19

General information covering progress of work by party and by contractor, important development, instructions to contractors, instructions from Division Engineers, exchanges in personnel of party, etc.:

Semi-final completed and expressed to Salem 12/21/40

NOTED
RAY WEBBER

Signed L. D. Mars

Address Astoria

Mail original copy to Salem and duplicate copy to Division Engineer on Saturday of each week, retain triplicate copy for your own file

	GRADING	SURFACING	MAINTENANCE MATERIALS	OIL AND BITUMINOUS MACADAM	PAVING
Miles in project					
Miles partially completed					
Miles completed					
Total estimated quantities					
Estimated quantities moved or placed to date					
Average daily quantities					
Average daily quantities necessary to complete project on time					
Number shifts per day					
Hours per shift					
Average force on project for week					

Percentages of men employed on contract to be secured from:

.... County, ...%; .... County, ...%; .... County, ...%; .... County, ...%

	NUMBER USED AND SECURED FROM					CONTRACTOR'S KEY MEN, ETC.	TOTAL
	COUNTY	COUNTY	COUNTY	COUNTY	OTHER SOURCES		
Men							
Men and teams							
Men and trucks under 3 tons							
Men and trucks over 3 tons							
Men and tractors							

Equipment used during week: Shovels ...., Power graders ...., Rollers ...., Mixers ...., Crushing or screening plants ....,

Compressors ...., Bulldozers ...., Sheet-foot rollers ...., ..., ..., ...

	WEATHER	HRS. DELAY	CAUSE OF DELAY
Sunday			
Monday			
Tuesday			
Wednesday			
Thursday			
Friday			
Saturday			

RECEIVED
DEC 23 1940
OFFICE OF
DIVISION ENGINEER
DIVISION NO. 2

STATE PRINTING DEPT.

RECEIVED
NOV 27 1940
FOR FILING

November 25, 1940

JACOBSEN-JENSEN COMPANY
517 N. E. Stanton
Portland, Oregon

Gentlemen:

At the meeting of the State Highway Commission held on October 11, 1940, the following action was taken on your request for an extension of time:

"Jacobsen-Jensen Company, Contract No. 2338, for grading and paving the Warrenton (Massachusetts Avenue-Market Street) Section of the Fort Stevens County Road, in Clatsop County, requested an extension of time of 35 days, from August 31 to October 5, 1940, within which to complete this project. They attributed their failure to complete the project within the specified time limit to delay in the award of the contract, right of way difficulties, and difficulties encountered in holding certain equipment in waiting until they were allowed to proceed with construction. The Engineer advised that the Commission took bids on this project on June 13 but that the contract was not awarded until July 12, 1940, because of right of way settlements. The contractor started operation, he said, on July 22, 1940. He recommended that the extension of time requested be granted but that the contractor be required to reimburse the state for extra engineering expense incurred during the last 16 days of such extension, the first 19 days of the extension to be granted without penalty. A letter was presented from the Public Roads Administration concurring therein. The Commission approved the recommendation unanimously."

Very truly yours,

STATE HIGHWAY COMMISSION

By

Secretary

MEL

cc - F. D. KASCH

1 FAS 66-A-1

FEDERAL WORKS AGENCY
PUBLIC ROADS ADMINISTRATION
DISTRICT ONE

MONTANA
OREGON
WASHINGTON

POST OFFICE BUILDING
PORTLAND, OREGON

November 8, 1940

Mr. R. H. Baldock
State Highway Engineer
Salem, Oregon

Dear Sir:

Final inspection of Oregon FAS 66-A (1), Warrenton (Mass. Ave.-Market St.) Section of the Fort Stevens County Road, was made by a representative of this office on October 31, 1940. Prompt submission of the final voucher will be appreciated.

Copies of the contract under which this construction was carried out have not yet been received.

Very truly yours,

W. H. LYNCH
District Engineer

By L. J. Caufield
L. J. Caufield
Sr. Highway Engineer

Tron

FAS 66-A-1

RECEIVED
SEP 25 1940
FOR FILING

UNITED STATES DEPARTMENT OF AGRICULTURE
BUREAU OF PUBLIC ROADS
DISTRICT NO. 1

POST OFFICE BUILDING
PORTLAND, OREGON

Stencil No. 124

IN YOUR REPLY PLEASE
REFER TO FILE NO. Ore. FAS 66-A (1)
Warrenton (Mass. Ave.-Market St.)
Section
Fort Stevens County Road

September 18, 1940

Mr. R. H. Baldock
State Highway Engineer
Salem, Oregon

Dear Sir:

We are forwarding herewith, for your files, an executed copy of the ____________ project agreement and certificate for the above numbered project.

Very truly yours,

W. H. LYNCH
District Engineer

By
L. J. Caufield
Sr. Highway Engineer

Encls.

7

wa4pr-7058

(AT)

Form P. R. 2

State Oregon

Federal Aid Secondary Project No. FAS 66-A(1)

PROJECT AGREEMENT

Memorandum of Agreement made this 16th day of Aug, 1940

by and between The Oregon State Highway Commission, constituting

for the purpose hereof, the Highway Department of the State of Oregon hereinafter called the Highway Department, and the Federal Works Administrator, hereinafter called the Administrator, under and pursuant to the provisions of the act of Congress approved July 11, 1916 (39 Stat., 355), entitled "An Act to provide that the United States shall aid the States in the construction of rural post roads, and for other purposes," and of the act approved November 9, 1921 (42 Stat., 212), entitled "An Act to amend the Act entitled 'An Act to provide that the United States shall aid the States in the construction of rural post roads, and for other purposes,' approved July 11, 1916, as amended and supplemented, and for other purposes," and acts amendatory thereof or supplementary thereto; particularly Section 7 of the Act approved June 16, 1936, 49 Stat. 1521 (Public No. 686, 74 th Congress):

Whereas the Highway Department of said State submitted on the 25th day of March, 1940, a project statement, which was approved on the 1st day of May, 1940, for the proposed construction of a project consisting of the road hereinafter described; and

Whereas the Highway Department, in accordance with the rules and regulations promulgated for the administration of the Federal Highway Act, has furnished surveys, plans, specifications, and estimates for Section A(1) of said project which were recommended for approval by the District Engineer of the Public Roads Administration on the 27th day of May 1940; and

Whereas the Administrator has certified to the Secretary of the Treasury his approval of said surveys, plans, specifications, and estimates, and the sum of fourteen thousand, five hundred fifty and 00/100 dollars ($14,550.00) as the share of the United States payable under said act on account of Section A(1) of said project, which does not exceed the authorized Federal pro rata share of the approved total estimated cost thereof:

Now, therefore, in consideration of the premises and of the several promises to be faithfully performed by each, as hereinafter set forth, the Highway Department and the Administrator do hereby mutually agree as follows:

16—11379

7

wa4pr-7058

Form P. R. 2

State Oregon

Federal Aid Secondary Project No. FAS 66-A(1)

PROJECT AGREEMENT

MEMORANDUM OF AGREEMENT made this 16th day of Aug, 1940 by and between The Oregon State Highway Commission, constituting for the purpose hereof, the Highway Department of the State of Oregon hereinafter called the Highway Department, and the Federal Works Administrator, hereinafter called the Administrator, under and pursuant to the provisions of the act of Congress approved July 11, 1916 (39 Stat., 355), entitled "An Act to provide that the United States shall aid the States in the construction of rural post roads, and for other purposes," and of the act approved November 9, 1921 (42 Stat., 212), entitled "An Act to amend the Act entitled 'An Act to provide that the United States shall aid the States in the construction of rural post roads, and for other purposes,' approved July 11, 1916, as amended and supplemented, and for other purposes," and acts amendatory thereof or supplementary thereto; particularly Section 7 of the Act approved June 16, 1936, 49 Stat. 1521 (Public No. 686, 74 th Congress);

Whereas the Highway Department of said State submitted on the 25th day of March, 1940, a project statement, which was approved on the 1st day of May, 1940, for the proposed construction of a project consisting of the road hereinafter described; and

Whereas the Highway Department, in accordance with the rules and regulations promulgated for the administration of the Federal Highway Act, has furnished surveys, plans, specifications, and estimates for Section A(1) of said project which were recommended for approval by the District Engineer of the Public Roads Administration on the 27th day of May 1940; and

Whereas the Administrator has certified to the Secretary of the Treasury his approval of said surveys, plans, specifications, and estimates, and the sum of fourteen thousand, five hundred fifty and 00/100 dollars ($14,550.00) as the share of the United States payable under said act on account of Section A(1) of said project, which does not exceed the authorized Federal pro rata share of the approved total estimated cost thereof:

Now, therefore, in consideration of the premises and of the several promises to be faithfully performed by each, as hereinafter set forth, the Highway Department and the Administrator do hereby mutually agree as follows:

16—11379

FUNDS AT THE DISPOSAL OF THE HIGHWAY DEPARTMENT

ARTICLE I. Funds for the use of the Highway Department in the construction of said project have been made available in the following manner, to wit:

(*a*) By the State from Chapter 175, laws 1917; Chapter 31, laws 1920; Chapter 529, laws 1939.
(Include date and citation of act of legislature by which authorized)

(*b*) From other sources
(State how placed under direct control of Highway Department)

ROAD EMBRACED IN PROJECT

ARTICLE II. This agreement covers the following highway as described in detail in said surveys, plans, and specifications:

Between survey station 124+58.5 on Massachusetts Avenue at Seventh Street, and survey station 149+00 on Market Street near Jefferson Street, all in Warrenton

, length 0.462 of a mile~~s~~ in Clatsop County, being Section A(1) of Oregon Federal Aid Secondary project No. FAS 66, consisting of 0.462 of a mile~~s~~ of roadway and no bridges, ~~each~~ of more than 20 feet clear span, of a mile in length.

7

CHARACTER AND METHOD OF CONSTRUCTION

ARTICLE III. The Highway Department will construct or cause to be constructed to final completion said project, in strict compliance with said plans and specifications, which are made a part hereof, under its direct supervision, which shall include adequate inspection throughout the course of construction, subject at all times to inspection and approval by the Administrator or his agents, and in accordance with the laws of said State, the rules and regulations of the Administrator, and the following conditions:

(*a*) It is agreed that the construction work on the project shall be performed by contract, unless the performance thereof by force account shall be approved by the Administrator or his authorized representatives. Such construction work as may be performed by force account shall be paid for on the basis of the units of work performed at the unit prices set forth in the estimate as approved by the Administrator, except that where the total actual cost is ascertained to be less than the estimate so approved the total Federal payments shall not exceed the Federal pro rata share of such total actual cost.

UNITED STATES PRO RATA SHARE OF THE COST OF SAID PROJECT

ARTICLE IV. The United States pro rata share of the value of the labor and materials which shall be actually put into the construction of Section A(1) of said project shall not in any event exceed the sum of fourteen thousand, five hundred fifty and 00/100 dollars ($14,550.00), certified to the Secretary of the Treasury as above mentioned, which does not exceed the authorized Federal pro rata share of twenty-three thousand, eight hundred forty-four and 15/100 dollars ($23,844.15), the approved total estimated cost of Section A(1) of said project.

PAYMENTS

ARTICLE V. As the construction of said project progresses, the Administrator shall from time to time draw warrants on the Secretary of the Treasury for the payment to State Treasurer

(Official or depository)

hereby designated by the Highway Department for that purpose and authorized under the laws of said State to receive public funds of the State of Oregon (Name) of such sums as shall not, together with previous payments, exceed the United States pro rata share, as above specified, of the value, as determined by the Administrator after inspection and approval, of the labor and materials which have actually been put into said construction work in compliance with the requirements of Article III hereof.

The Administrator reserves the right to withhold such sum as he may deem necessary to insure completion of construction in compliance with said plans and specifications.

MAINTENANCE OF PROJECT

ARTICLE VI. The Highway Department will maintain said project in compliance with said acts of July 11, 1916, and November 9, 1921, out of funds which have been or will be made available therefor by said State in the manner herein set forth, to wit: Chap. 529, laws 1939. (Include reference to statute authorizing funds and probable amount annually available)

The Highway Department will use every means within its power to insure proper and permanent maintenance of said project, and to that end will provide for the constant making of needed repairs to preserve a smooth-surfaced highway.

7

Showing of authority of the Highway Department to execute agreements will be found in the agreement for project No. 112.

In witness whereof the parties have hereunto affixed their signatures, the Highway Department on the day and year first above written and the Administrator on the ______ day of AUG 26 1940, 19__

OREGON STATE HIGHWAY COMMISSION
(Official title of Highway Department)

By Henry F. Cabell
Chairman, State Highway Commission
(Title of officer)

By ______
Member, State Highway Commission
(Title of officer)

By ______
Member, State Highway Commission
(Title of officer)

By ______
______
(Title of officer)

By ______
______
(Title of officer)

FEDERAL WORKS ADMINISTRATOR,

By ______
Acting Commissioner of Public Roads.

U. S. GOVERNMENT PRINTING OFFICE 10—11379

Form PR. 8—Revised

FEDERAL WORKS AGENCY
PUBLIC ROADS ADMINISTRATION

CERTIFICATE OF APPROVAL OF PLANS, SPECIFICATIONS, AND ESTIMATES

(Under "An Act to provide that the United States shall aid the States in the construction of rural roads, and for other purposes," approved July 11, 1916, and acts amendatory thereof and supplementary thereto.)

To

The Secretary of the Treasury, and

The State Highway Department of the State of Oregon

Pursuant to the acts above cited, I hereby certify—

First. That in accordance with the provisions of said acts, I have approved the plans, specifications, and estimates submitted by the State Highway Department of the State of Oregon for the construction of a highway designated in the records of this Agency as Federal Aid Secondary Project No. FAS 66-A(1) State of Oregon

Second. That in accordance with said provisions I have approved the sum of $ 23,844.15 as the total estimated cost of said project, and the sum of $ 14,550.00 as the share of the United States, payable under said acts on account of such project, which does not exceed the authorized Federal pro rata share of said total estimated cost.

Done at the city of Washington, this .... day of AUG 26 1940

one thousand nine hundred and ....

Federal Works Administrator,

By ....
Acting Commissioner of Public Roads.

U. S. GOVERNMENT PRINTING OFFICE 10—10129

RECEIVED
AUG 20 1940

FEDERAL WORKS AGENCY
PUBLIC ROADS ADMINISTRATION

FAS 66-A-1

(Stencil #28)

UNITED STATES DEPARTMENT OF AGRICULTURE
BUREAU OF PUBLIC ROADS
DISTRICT No. 1

POST OFFICE BUILDING
PORTLAND, OREGON

IN YOUR REPLY PLEASE
REFER TO FILE NO. Ore. FAS 66-A (1)
Warrenton (Mass Ave.-Market St.) Sec.
Fort Stevens Road

August 2, 1940

Mr. R. H. Baldock
State Highway Engineer
Salem, Oregon

Dear Sir:

We are forwarding herewith two copies of proposed project agreement for signature and return to this office.

Enclosed is an approved copy of the detail estimate, upon which the agreement was based, together with approved copy of specifications.

Very truly yours,

W. H. LYNCH
District Engineer

By L J Caufield
L. J. Caufield
Sr. Highway Engineer

RECEIVED
AUG 7 1940
FOR FILING

FAS 66-A-1

July 31, 1940

Jacobsen-Jensen Co.,
517 N. E. Stanton St.
Portland, Oregon

Gentlemen:

We are sending to you today, by express, one fully executed copy of State Highway Contract No. 2338 which was awarded to you on July 12, 1940, covering the grading and paving of the Warrenton Section of Fort Stevens County Road, in Clatsop County. This copy is for your records and files. An executed copy is also being furnished the surety on your bond.

Yours very truly,

[illegible]:MC

Secretary

NOTED
D. G. DeSart

RECEIVED
AUG 7 1940
FOR FILING

FAS 66-A-1

July 31, 1940

Great American Indemnity Co.,
Harvey Wells-Reed Insurance Agency
Failing Building
Portland, Oregon

Gentlemen:

We are sending to you today, by express, one fully executed copy of State Highway Contract No. 2338 which was awarded on July 12, 1940, to Jacobsen-Jensen Co., covering the grading and paving of the Warrenton Section of Fort Stevens County Road, in Clatsop County. This copy is for your records and files inasmuch as you appear as surety on the bond furnished in connection therewith.

Yours very truly,

HDG:MC

Secretary

NOTED
D. G. DeSart

RECEIVED
JUL 20 1940
FOR FILING

July 15, 1950

Jacobsen-Jensen Company,
517 N. E.Stanton Street
Portland, Oregon

Gentlemen:

We are sending to you today, by express, four copies of State Highway Contract No. 2338 which was awarded to you on July 12, 1940, covering the grading and paving of the Warrenton Section (Mass. Ave.-Market Street) of the Fort Stevens County Road in Clatsop County.

Please execute all four copies of this contract as to agreement and bond and return them to this office for approval by the State Highway Commission. After this is obtained a fully executed copy will be returned to you for your records and files and an executed copy will also be furnished the surety on your bond.

Your attention is called to the paragraph under Section 5 of the General Provisions relating to the Workmen's Compensation Act. You are expected to accept the terms of this act and to carry on your work on this project in strict compliance therewith.

Your attention is also called to the mimeographed sheet immediately preceding the blue Special Provisions which relates to payment by the contractor of amounts due hospital associations et cetera.

Yours very truly,

HBG:MC

Secretary

DeSart

L.G. DeSart

RECEIVED
OCT 31 1940
FOR FILING

[illegible]

July 12, 1940

Jacobsen-Jensen Co.,
517 N. E. Stanton St.,
Portland, Oregon

Gentlemen:

Confirming my wire to you of this date, the State Highway Commission awarded to you today the contract covering the 0.52 mile grading and paving on the Warrenton Section (Massachusetts Ave.-Market St.) of the Fort Stevens County Road, in Clatsop County. This award was based on the low bid submitted by you on June 13, in the amount of $24,224.50.

Contract forms will be sent to you in a few days for execution.

Yours very truly,

HBG:MC

Secretary

M

CLASS OF SERVICE DESIRED			
DOMESTIC		CABLE	
TELEGRAM	☒	ORDINARY	☐
DAY LETTER	☐	URGENT RATE	☐
SERIAL	☐	DEFERRED	☐
NIGHT LETTER	☐	NIGHT LETTER	☐
SPECIAL SERVICE	☐	SHIP RADIOGRAM	☐

Patrons should check class of service desired, otherwise the message will be transmitted as a telegram or ordinary cablegram.

COPY OF
WESTERN UNION TELEGRAM

SALEM, OREGON
JULY 12, 1940

Jacobsen-Jensen Co.,
517 N. E. Stanton St.
Portland, Oregon

STATE HIGHWAY COMMISSION AWARDED TO YOU TODAY CONTRACT COVERING GRADING AND PAVING OF WARRENTON SECTION OF FORT STEVENS COUNTY ROAD IN CLATSOP COUNTY BASED ON LOW BID SUBMITTED BY YOU JUNE 13. CONTRACT FORMS FOLLOW SHORTLY.

H. B. GLAISYER, SECRETARY
STATE HIGHWAY COMMISSION

These papers have been
quest to revise the end of project from Station 152+00 to 149+00.

Very truly yours,

R. H. BALDOCK
State Highway Engineer

By

S. H. Probert
Office Engineer

Dict. by J. W. Nash/ER

Encl.

FAS 66-A-1

July 12, 1940

Mr. W. H. Lynch
District Engineer
Public Roads Administration
P. O. Box 3900
Portland, Oregon

Dear Sir:

We are enclosing herewith seven copies of estimate as basis for project agreement for the Warrenton Section, Project No. FAS 66-A (1).

Five sets of blueprint plans are being sent under separate cover.

These papers have been prepared to conform with our request to revise the end of project from Station 152+00 to 149+00.

Very truly yours,

R. H. BALDOCK
State Highway Engineer

By

S. H. Probert
Office Engineer

Dict. by J. W. Nash/ER

Encl.

Oregon State Highway Department

Federal Aid Secondary
Project No. FAS 56-A (1)

WARRENTON (MASS. AVE.-MARKET ST.) SECTION,
OF THE FORT STEVENS ROAD IN CLATSOP COUNTY

(Estimate as basis for project agreement. Based on low bid prices.)

Salem, Oregon, July 12, 1940

Roadway (Sta. 124+58.5 to 149+00)

All Required		Clearing and Grubbing		$ 1,157.00
30	cu. yds.	Trench Excavation	$1.50	45.00
6,600	cu. yds.	Excavation, Single Classification	0.25	1,650.00
3,000	yd. mi.	Truck Haul	0.14	420.00
0.46	mile	Finishing Roadbed and Slopes	300.00	138.00
310	sq. yds.	Removal of Old Pavement	0.40	124.00
150	lin. ft.	18" Concrete Pipe	2.10	315.00
70	lin. ft.	36" Concrete Pipe	6.50	455.00
2,150	cu. yds.	3" - 0" Material in Base	1.70	3,655.00
180	cu. yds.	3/4" - 0" Material in Cushion Course	2.40	432.00
370	cu. yds.	3/4" - 0" Material in Shoulders and Surfacing	2.40	888.00
62	cu. yds.	½" - 0" Material in Footpath	2.60	161.20
35	cu. yds.	Filler	0.40	14.00
35	yd. mi.	Hauling Filler	0.20	7.00
6,010	sq. yds.	Portland Cement Concrete Pavement	1.98	11,899.80
500	lin. ft.	Expansion Joints	0.15	75.00
3,200	lin. ft.	Contraction Joints	0.02	64.00
470	only	Dowels	0.15	70.50
2,120	lbs.	Tie Bars and Reinforcement	0.05	106.00
		Subtotal		$21,676.50
		10% Engr. & Cont.		2,167.65
		Total		$23,844.15

Length	0.462 mile
Cost per Mile	$51,610.71

FAS Funds- -	$14,550.00
State Funds- -	9,294.15
	$23,844.15

State Funds for Constr.: Chap. 175, laws 1917; Chap. 31, laws 1920; Chap. 529, laws 1939
Funds for Maint.: Chap. 529, laws 1939

RECEIVED
FOR [illegible]

FE [illegible] 4-1

FEDERAL WORKS AGENCY
PUBLIC ROADS ADMINISTRATION
DISTRICT ONE

MONTANA
OREGON
WASHINGTON

POST OFFICE BUILDING
PORTLAND, OREGON

RECEIVED
STATE HIGHWAY COMMISSION

July 12, 1940

Mr. R. H. Baldock
State Highway Engineer
Salem, Oregon

Dear Sir:

This will confirm our verbal concurrence in award of contract to the Jacobsen-Jensen Company, Portland, Oregon, who submitted the low bid for Oregon Federal Aid Secondary Project FAS 66, the Warrenton Section of the Ft. Stevens Road, with the understanding that the portion between Stations 149+00 to 152+00 will be constructed by the State without Federal participation.

Very truly yours,

W H Lynch

W. H. LYNCH
District Engineer

RECEIVED
JUL 15 1940
FOR FILING

FAS 66-A-1

July 11, 1940

Mr. W. H. Lynch
District Engineer
Public Roads Administration
P. O. Box 3900
Portland, Oregon

Dear Sir:

In accord with the request contained in your letter of July 8, 1940, we are sending, under separate cover, four blueprint copies of drawing number 2048 showing pavement details for the Warrenton Section, Project No. FAS 66-A (1).

Very truly yours,

R. H. BALDOCK
State Highway Engineer

By

S. H. Probert
Office Engineer

Dist. by J. W. Nash/ER

July 11, 1940

Mr. W. H. Lynch
District Engineer
Public Roads Administration
P. O. Box 3900
Portland, Oregon

Dear Sir:

We hereby request that the south terminus of Project FAS 66-A (1), (Warrenton Project), be changed from Station 152+00 to Station 149+00, reducing the length of the project from 0.519 mile to 0.462 mile.

Plans and estimates, revised to correspond with this request, are being prepared and will be sent to you tomorrow.

All rights of way for the project as revised have been acquired.

If the above request for change in terminus and length meets with your approval, we would appreciate your concurring in the award of contract to the Jacobsen-Jensen Company of Portland, so that the award may be made on July 12.

Very truly yours,

R. H. BALDOCK
State Highway Engineer

By

S. H. Probert
Office Engineer

SHP:ER

FEDERAL WORKS AGENCY
PUBLIC ROADS ADMINISTRATION
DISTRICT ONE

MONTANA
OREGON
WASHINGTON

POST OFFICE BUILDING
PORTLAND, OREGON

July 10, 1940

Mr. R. H. Baldock
State Highway Engineer
Salem, Oregon

Dear Sir:

Reference is made to your letter of July 9 regarding our concurrence in award of contract for Oregon Federal Aid Secondary Project FAS 66-A (1), the Warrenton Section of the Fort Stevens Road.

Your attention is called to General Administrative Memorandum No. 68, a copy of which was sent you on December 6, 1938, and particularly the last paragraph on page 1 of that memorandum. Before taking action, it will be necessary that we be advised as to whether all necessary right of way has been legally placed at your disposal for occupancy and use.

Very truly yours,

WH Lynch
W. H. LYNCH
District Engineer

July 9, 1940

Mr. W. H. Lynch
District Engineer
Public Roads Administration
Post Office Box 3900
Portland, Oregon

Dear Sir:

Due to lateness in the construction season, it is necessary that we make award of contract for the Warrenton grading and paving project (FAS 66-A) without further delay, even though the encroachment agreement with the S. P. and S. Railway Company has not yet been signed by the officials in the East.

The encroachment is a very minor one and is only desired to maintain a uniform width of right of way and a uniform side borrow section. It is 11 feet wide by 1400 feet long with only 300 feet involved in this project. The possibility of its being refused by the Railway Company is very remote, as it has been approved by the local officials, and those officials have made favorable recommendation to the principals of the Company. Copies of a letter to that effect are being enclosed. With the exception of this one encroachment, the right of way as shown on the plans has all been acquired.

In view of the situation as described, we ask that you concur in the award of the contract with the following understanding:

1. That, if the Railway Company should refuse the encroachment, the cooperative project will be cut back to Station 139+00 or other station agreeable to your Department, within the limits for which all right of way has been acquired.

2. That the location south of Station 139+00 will be shifted to avoid encroachment on railway property and a full 80-foot strip of right of way acquired for the revised location along the west side of the railway right of way.

3. That no payment of federal cooperation will be claimed until the encroachment agreement is fully executed, or until arrangements as outlined in paragraphs 1 and 2 are completed.

If concurrence in award cannot be made with the understanding above outlined, please advise if we may have your permission to cut the federal aid portion of the project back to Station 139+00 (or some other station) and to then proceed with the awarding of the contract.

The award of contract, if and when made, will be made to the Jacobsen-Jensen Company of Portland on the basis of the bid submitted by that Company on June 13. The date of award will, of course, be the date upon which your concurrence is given.

An immediate reply will be appreciated.

Very truly yours,

R. H. Baldock
State Highway Engineer

Encl.

RECEIVED
AUG 21 1940
F.S 66-A-1 FOR FILING

FEDERAL WORKS AGENCY
PUBLIC ROADS ADMINISTRATION
DISTRICT ONE

MONTANA
OREGON
WASHINGTON

POST OFFICE BUILDING
PORTLAND, OREGON

July 8, 1940

Mr. R. H. Baldock
State Highway Engineer
Salem, Oregon

Dear Sir:

Reference is made to our letter of June 12, 1940, requesting revised papers for Oregon Federal Aid Secondary Project FAS 66-A (1), the Warrenton Section. In this letter we failed to request additional prints of plan sheet showing cement concrete pavement details which was omitted from all but one set of the plans as received.

Will you therefore please forward at your early convenience four copies of the plan sheet covering the concrete pavement details.

2048

Very truly yours,

W. H. LYNCH
District Engineer

By F E Andrews
F. E. Andrews
Sr. Highway Engineer

COPY

SPOKANE, PORTLAND AND SEATTLE RAILWAY COMPANY

SYSTEM LINES

Portland, Oregon

July 8, 1940

Mr. R. H. Baldock
State Highway Engineer
Salem, Oregon

Attention: Mr. S. H. Probert

Dear Mr. Probert:

With reference to your phone call this afternoon about the 11 foot strip of right of way between Warrenton and Fort Stevens, said strip being about 1400 feet long and needed for highway construction purposes:

The request for a permit to cover the strip has been approved by the local officers and goes to Seattle tonight and then to St. Paul for approval, if agreeable, and execution by the president. Of course, we cannot guarantee that the management will finally approve the permit but I hardly think there is any likelihood of their objecting to granting the request of Clatsop County.

Yours truly,

(Sgd) A. J. Witchel

Assistant Superintendent.

COMMISSIONERS
HENRY F. CABELL, CHAIRMAN, PORTLAND
E. B. ALDRICH, PENDLETON
HURON W. CLOUGH, CANYONVILLE

H. B. GLAISYER, SECRETARY

R. H. BALDOCK
STATE HIGHWAY ENGINEER
SALEM
C. B. McCULLOUGH
ASSISTANT STATE HIGHWAY ENGINEER
SALEM

OREGON STATE HIGHWAY COMMISSION
SALEM

IN REPLY PLEASE
REFER TO FILE NO.

RECEIVED
JUN 21 1940
FOR FILING

FAS 66-A-1

June 20, 1940

Mr. W. H. Lynch
District Engineer
Public Roads Administration
Post Office Box 3900
Portland, Oregon

Attention: Mr. T. M. Davis

Dear Sir:

We are enclosing herewith three copies of maintenance agreement executed by the Clatsop County Court and the State Highway Commission, in which the County of Clatsop agrees to maintain a section of the Warrenton-Fort Stevens Road from Massachusetts Avenue and Seventh Street to Market Street and Jefferson Street, a distance of 0.52 mile, this being Project FAS 66-A (1).

There are also enclosed three copies of an encroachment resolution executed by the city authorities of Warrenton.

Very truly yours,

R. H. BALDOCK
State Highway Engineer

By Oscar Cutler

Oscar Cutler
Asst. Office Engineer

OC:ME

Encl.

cc Mr. J. W. Nash ✓

FB 66-A-1

June 15, 1940

Mr. W. H. Lynch
District Engineer
Public Roads Administration
P. O. Box 3900
Portland, Oregon

Dear Sir:

We refer to your letter of June 12, concerning the Warrenton Project (FAS 66-A).

Revised cross-section sheets, showing the change in maximum length of 3:1 slope to which your letter refers, are being sent under separate cover.

Reflectorized "narrow bridge" warning signs will be erected at the ends of the existing Alder Creek bridge during the progress of the paving project.

Very truly yours,

R. H. BALDOCK
State Highway Engineer

By

S. H. Probert
Office Engineer

SHP:ER

cc to H. G. Smith
F. D. Eason
W. O. Widdows

FEDERAL WORKS AGENCY
PUBLIC ROADS ADMINISTRATION
DISTRICT ONE

MONTANA
OREGON
WASHINGTON

POST OFFICE BUILDING
PORTLAND, OREGON

RECEIVED
13 1940
OREGON
STATE HIGHWAY COMMISSION

June 12, 1940

Mr. R. H. Baldock
State Highway Engineer
Salem, Oregon

Dear Sir:

Reference is made to section sheet for Oregon Federal Aid Secondary project 66-A (1), the Warrenton Section of the Ft. Stevens Road.

This sheet shows a side slope of 3:1 for 9 ft. maximum. As covered in our letter of June 15, 1934, this 3:1 slope should not exceed 8 feet. We have been requested to obtain revised section sheets to conform to the above requirement.

On this project it will be noted that the Alder Creek Bridge at the north end of the project has a width of but 17 feet. Our recommendation for approval of this project is subject to the requirements of General Administrative Memorandum No. 102, which will involve the installation of reflectorized warning signs. We should be furnished with a letter agreeing to the erection of these signs coincident with the completion of the project.

Very truly yours,

W H Lynch

W. H. LYNCH
District Engineer

FORM 5-A-1 6M 4-39

COMMISSIONERS
HENRY F. CABELL, CHAIRMAN, PORTLAND
E. B. ALDRICH, PENDLETON
HURON W. CLOUGH, CANYONVILLE

H. B. GLAISYER, SECRETARY

R. H. BALDOCK
STATE HIGHWAY ENGINEER
SALEM

C. B. McCULLOUGH
ASSISTANT HIGHWAY ENGINEER
SALEM

OREGON STATE HIGHWAY COMMISSION
SALEM

IN REPLY PLEASE
REFER TO FILE NO.

RECEIVED
JUN 24 1940
FOR FILING

FAS 66-A-1

June 12, 1940

Mr. W. H. Lynch
District Engineer
Public Roads Administration
Post Office Box 3900
Portland, Oregon

Dear Sir:

Please be advised that all necessary right of way has been acquired for the Warrenton (Mass. Ave.-Market St.) Section, Project No. FAS 66-A (1).

Very truly yours,

R. H. BALDOCK
State Highway Engineer

By

S. H. Probert
Office Engineer

Dict. by J. W. Nash/GS

Jcn

FORM S-A-1 6M 4-30

COMMISSIONERS
HENRY F. CABELL, CHAIRMAN, PORTLAND
E. B. ALDRICH, PENDLETON
HURON W. CLOUGH, CANYONVILLE

H. B. GLAISYER, SECRETARY

RECEIVED
JUN 24 1940
FOR FILING

R. H. BALDOCK
STATE HIGHWAY ENGINEER
SALEM

C. B. McCULLOUGH
ASSISTANT HIGHWAY ENGINEER
SALEM

FAS 66-A-1

OREGON STATE HIGHWAY COMMISSION

SALEM

IN REPLY PLEASE
REFER TO FILE NO.

June 12, 1940

Mr. W. H. Lynch
District Engineer
Public Roads Administration
Post Office Box 3900
Portland, Oregon

Dear Sir:

Please be advised that all necessary right of way has been acquired for the Warrenton (Mass. Ave.-Market St.) Section, Project No. FAS 66-A (1).

Very truly yours,

R. H. BALDOCK
State Highway Engineer

By

S. H. Probert
Office Engineer

Dict. by J. W. Nash/GS

FEDERAL WORKS AGENCY
PUBLIC ROADS ADMINISTRATION
DISTRICT ONE

MONTANA
OREGON
WASHINGTON

POST OFFICE BUILDING
PORTLAND, OREGON

May 27, 1940

Mr. R. H. Baldock
State Highway Engineer
Salem, Oregon

Dear Sir:

P.S.& E. documents for Oregon Federal Aid Secondary Highway Project No. FAS 66-A (1), the Warrenton (Mass. Ave.-Market St.) Section of the Fort Stevens Road, have today been recommended for approval, subject to final review and approval by the Commissioner of Public Roads. This is your authority to advertise for bids.

Concurrence in award will be withheld until the right to occupy and use the right of way has been secured.

Very truly yours,

W. H. LYNCH
District Engineer

By
F. E. Andrews
Sr. Highway Engineer

May 21, 1940

Mr. W. H. Lynch
District Engineer
Public Roads Administration
P. O. Box 3900
Portland, Oregon

Dear Sir:

We are enclosing herewith five copies each of revised special provision page number one and miscellaneous special provision page headed "Additional Special Provisions" for the Warrenton (Mass. Ave.-Market St.) Section, Project No. FAS 66-A (1).

Very truly yours,

R. H. BALDOCK
State Highway Engineer

By

S. H. Probert
Office Engineer

Dict. by J. W. Nash/ER

Encl.

April 17, 1940

Mr. W. H. Lynch
District Engineer
Public Roads Administration
Post Office Box 3900
Portland, Oregon

Dear Sir:

Reference is made to the plans submitted for the Warrenton (Mass. Ave.-Market St.) Section, Project No. FAS 66-A (1). [illegible]

It has been noted that the title sheet incorrectly shows the beginning of project at Station 124+57. The correct station as indicated by the plans and special provisions is Station 124+58.5.

Very truly yours,

R. H. BALDOCK
State Highway Engineer

By

S. H. Probert
Office Engineer

Dict. by J. W. Nash/MK

April 11, 1940

Mr. W. H. Lynch
District Engineer
Public Roads Administration
Post Office Box 3900
Portland, Oregon

Dear Sir:

Herewith are enclosed seven copies of estimate to accompany plans and specifications for the Warrenton (Mass. Ave.-Market St.) Section, Project No. FAS 66-A (1).

Five bid proposals and five sets of blueprint plans are being sent under separate cover.

Very truly yours,

R. H. BALDOCK
State Highway Engineer

By

S. H. Probert
Office Engineer

Dict. by J. W. Nash/GS

Encl.

Oregon State Highway Department

Federal Aid Secondary
Project No. FAS 66-A (1)

WARRENTON (MASS. AVE.-MARKET ST.) SECTION
OF THE FORT STEVENS ROAD IN CLATSOP COUNTY

(Estimate to accompany plans and specifications. Not as basis for project agreement.)

Salem, Oregon, April 11, 1940

All Required		Clearing and Grubbing		$ 1,500.00
30	cu. yds.	Trench Excavation	$1.00	30.00
7,000	cu. yds.	Excavation, Single Classification	0.25	1,750.00
3,000	yd. mi.	Truck Haul	0.10	300.00
0.52	mile	Finishing Roadbed and Slopes	250.00	130.00
850	sq. yds.	Removal of Old Pavement	0.50	425.00
150	lin. ft.	18" Concrete Pipe	2.00	300.00
70	lin. ft.	36" Concrete Pipe	6.50	455.00
2,400	cu. yds.	3" - 0" Material in Base	1.40	3,360.00
200	cu. yds.	3/4" - 0" Material in Cushion Course	1.50	300.00
400	cu. yds.	3/4" - 0" Material in Shoulders and Surfacing	1.50	600.00
70	cu. yds.	½" - 0" Material in Footpath	2.00	140.00
40	cu. yds.	Filler	0.40	16.00
40	yd. mi.	Hauling Filler	0.15	6.00
6,750	sq. yds.	Portland Cement Concrete Pavement	1.80	12,150.00
550	lin. ft.	Expansion Joints	0.20	110.00
3,600	lin. ft.	Contraction Joints	0.04	144.00
520	only	Dowels	0.20	104.00
2,400	lbs.	Tie Bars and Reinforcement	0.06	144.00
		Sub-total		$21,964.00
		10% Engr. & Cont.		2,196.40
		Total		$24,160.40

Length	0.519 mile
Cost per Mile	$46,551.83

FAS Funds- -	$14,740.00
State Funds- -	9,420.40
	$24,160.40

WARRENTON (MASS. AVE.-MARKET ST.) SECTION

PROJECT NO. FAS 66-A (1)

While negotiations for right of way are in progress, some 10 parcels have not been acquired, nor has the right to occupy and use these parcels been secured, but it is now believed that the right of way can be made fully available within 18 days.

R. H. BALDOCK
State Highway Engineer

By

S. H. Probert
Office Engineer

April 11, 1940

STATE

STATE HIGHV

PLAN AND PRO

STATE

FEDER

WARRENTON (MAS

FORT ST

CLAT

SCALE: { PLA
PRO

STATE OF OREGON
HIGHWAY DEPARTMENT

D PROFILE OF PROPOSE
ATE HIGHWAY

FEDERAL AID PROJECT

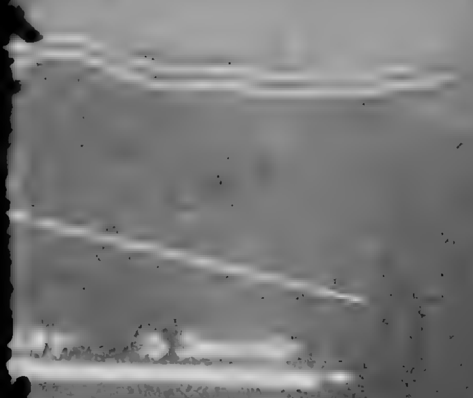
ON (MASS. AVE.-MARKET ST.) SECTION
FORT STEVENS ROAD
CLATSOP COUNTY

SCALES { PLAN 1 IN. = 100 FT.
PROFILE, HORIZ. 1 IN. = 100 FT., VERT. 1 IN. = 10 FT.

April, 1940

CONVENTIONAL SIGNS
OR SURFACE LINE
ROADS
RETAINING WALL
CULVERTS
INLET
TROLLEY POLE
POLE
TELEPHONE OR TELEGRAPH
CH
IRRIGATION DITCHES

TRENTON



157

H. BALDOCK

…HWAY COMMISSION

…ELL, Chairman
…GH, Commissioner
…ER, Commissioner

STATE HIGHWAY ENGINEER

RECOMMENDED FOR APPROVAL

DISTRICT ENGINEER
PUBLIC ROADS ADMINISTRATION
FEDERAL WORKS AGENCY

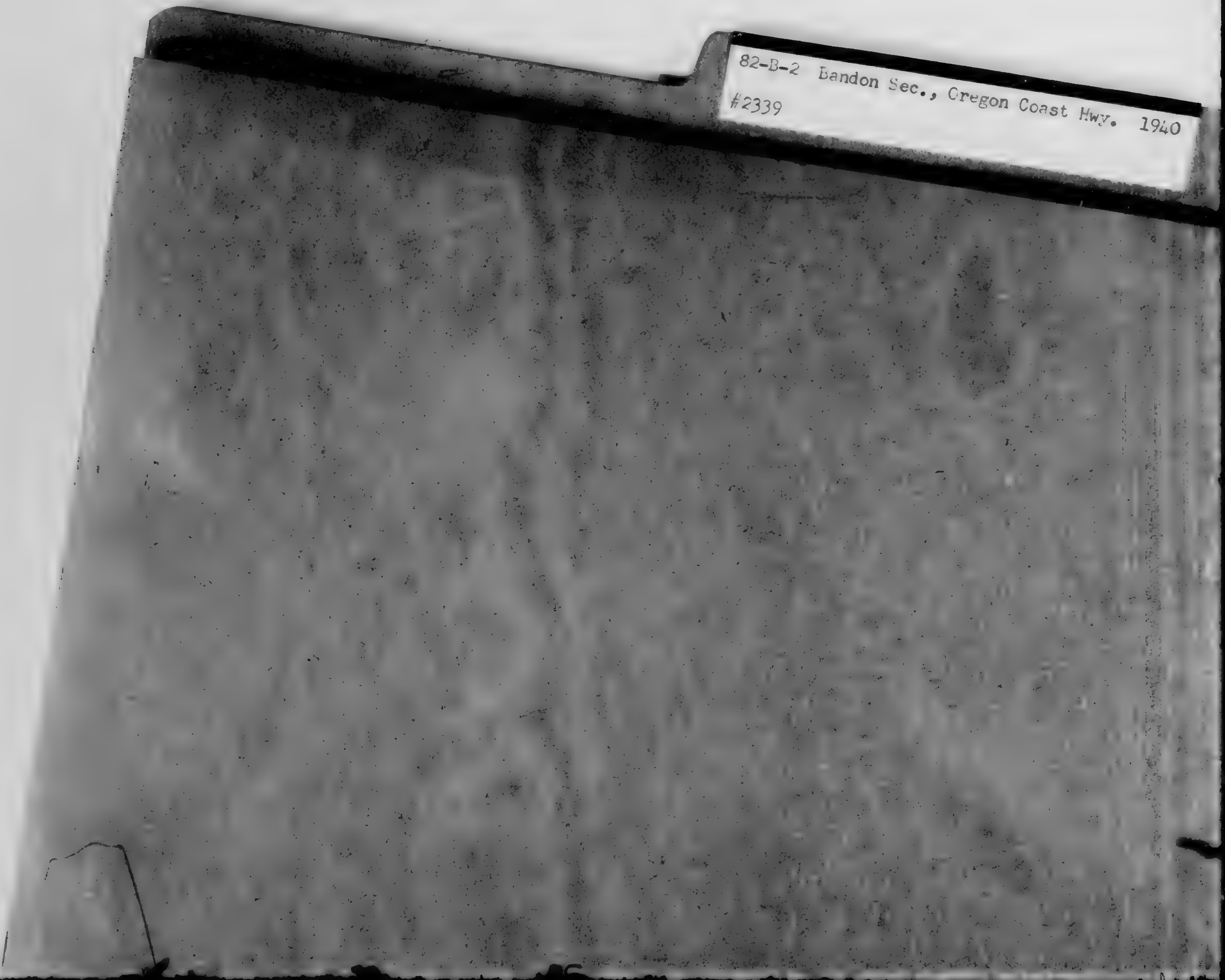
RECOMMENDED FOR APPROVAL

[illegible]
PUBLIC ROADS ADMINISTRATION
FEDERAL WORKS AGENCY

APPROVED

PUBLIC ROADS ADMINISTRATION
FEDERAL WORKS AGENCY

CONTRACTº 2339



82-B-2 Bandon Sec., Oregon Coast Hwy. 1940

#2339

RECEIVED
NOV 10 1943
FOR FILING

November 9, 1943

Mr. W. H. Lynch
District Engineer
Public Roads Administration
Post Office Box 3900
Portland 8, Oregon

Dear Sir:

Herewith are enclosed four copies of excerpt from the minutes of the meeting on December 18, 1941, of the Highway Commission, extending the time limit for completion of the Bandon Section, Project No. SH-FAP 82-B (2), to September 5, 1941.

The copies were inadvertently omitted in the submission of the final voucher.

Very truly yours,

R. H. BALDOCK
State Highway Engineer

By

S. H. Probert
Office Engineer

Dict. by J. W. Nash/GS

Encl.

FEDERAL WORKS AGENCY
PUBLIC ROADS ADMINISTRATION
DISTRICT ONE

MONTANA
OREGON
WASHINGTON

POST OFFICE BUILDING
PORTLAND, OREGON

October 15, 1943

Mr. R. H. Baldock
State Highway Engineer
Salem, Oregon

Dear Sir:

In reviewing the final voucher submission for Oregon SN-FAP 82-B(2), Bandon Section of the Oregon Coast Highway, received with your letter of August 31, 1943, we note that the excerpt from the minutes of the meeting of the State Highway Commission of December 5, 1940 extends the contractor's time limit to July 31, 1941 only.

The contract was completed September 5, 1941. Will you please send us four copies of the excerpt concerning the additional extensions to add to the final voucher submission and complete the record.

Very truly yours,

W. H. LYNCH
District Engineer

J. CAUFIELD
Senior Highway Engineer

RECEIVED
15 1943

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APR 8 1942
FOR FILING

82-1-2

SALEM
March 24, 1942

Agreement with Coos Bay
Dredging Company

Mr. C. B. McCullough
Assistant Chief Engineer
OFFICE

I am handing you herewith, for further disposal, two fully executed copies and four unsigned copies of an agreement between the State Highway Commission and the Coos Bay Dredging Company, covering settlement of the company's claim for extra compensation on contract No. 2339, Bandon Section of the Oregon Coast Highway.

I have retained the original of the agreement for the Commission's records and files.

Secretary

MM

COPY

REFERRED TO [illegible]

file of agreement in contract ~~[illegible]~~

filed in contract

D.J.O.

March 24, 1942

Coos Bay Dredging Company
Box 217
Marshfield, Oregon

Gentlemen:

I am handing you herewith a fully executed copy of an agreement between you and the State Highway Commission, covering settlement of your claim for extra compensation on contract No. 2339, Bandon Section of the Oregon Coast Highway.

This is for your records and files.

Very truly yours,

Secretary

MM

FORM E-30 30M 9-41

OREGON STATE HIGHWAY COMMISSION

INTER-DEPARTMENT CORRESPONDENCE

Salem, Ore.
March 17, 1942.

Subject: Agreement - Bandon

To: Mr. R. H. Baldock,
Chief Engineer,
Office.

Dear Sir:

I am handing you herewith original and three copies of an agreement executed by the Coos Bay Dredging Co., covering the settlement of their claim for extra compensation on their contract #2339, Bandon Section of the Oregon Coast Highway, for your approval and execution by the commission.

Yours very truly,

H. G. SMITH,
Construction Engineer.

By Chas E Low
Chas. E. Low,
Construction Office Engineer.

CEL/H

TO
H. B Glaisyer
For Commission

RECEIVED
APR 2 1942
FOR FILING

87-R-2

April 2, 1942

Maryland Casualty Company
Hansen & Rowland
Washington Building
Tacoma, Washington

Gentlemen:

This is to advise you that a revised final will be paid to the Coos Bay Dredging Company on contract No. 2339, for grading and surfacing the Bandon Section of the Oregon Coast Highway, in lieu of the final payment, of which you were notified in our letter of December 29, 1941. This final payment will be made on or after April 13.

The total amount paid on this contract, including the revised final payment, will now be $48,543.98, of which $550.60 is for work done under an extra work agreement.

Very truly yours,
STATE HIGHWAY COMMISSION

By

Secretary

DD/mm

NOTED
D. DeSart

RECEIVED
MAR 26 1942
FOR FILING

87-B-2

[redacted]
March 25, 1942

Mr. S. H. Probert:

I am handing you herewith two fully executed copies and two unexecuted copies of an agreement between the Commission and Coos Bay Dredging Company covering settlement of the company's claim for additional compensation on contract No. 2339, Bandon Section of the Oregon Coast Highway.

R. H. Baldock

JM:OA

cc. H. G Smith

FORM E-30 30M 9-41

OREGON STATE HIGHWAY COMMISSION

INTER-DEPARTMENT CORRESPONDENCE

SALEM
March 24, 1942

Subject: Agreement with Coos Bay Dredging Company

To:

Mr. C. B. McCullough
Assistant Chief Engineer
OFFICE

I am handing you herewith, for further disposal, two fully executed copies and four unsigned copies of an agreement between the State Highway Commission and the Coos Bay Dredging Company, covering settlement of the company's claim for extra compensation on contract No. 2339, Bandon Section of the Oregon Coast Highway.

I have retained the original of the agreement for the Commission's records and files.

also send 1 copy to Coos Bay Dredging Co.

Secretary

MM

AGREEMENT

THIS AGREEMENT, made and entered into this _____ day of March, 1942, by and between the STATE OF OREGON, by and through its State Highway Commission, hereinafter called the "State", party of the first part, and the COOS BAY DREDGING COMPANY, a corporation, hereinafter called the "Contractor", party of the second part:

WITNESSETH:

THAT WHEREAS, the parties hereto on the fourteenth day of July, 1940, entered into a written agreement wherein and whereby the party of the second part agreed to construct, pursuant to the plans and specifications incorporated in said agreement, .59 mile of highway roadbed, crushed rock base and bituminous macadam surface treatment on the Bandon Section of the Oregon Coast Highway in Coos County; and

WHEREAS, the said contractor filed with the Highway Commission a demand for extra compensation predicated upon extra expense not contemplated in the said agreement in the amount of six hundred eighteen dollars and thirty-two cents ($618.32) as set out in said written demand; and

WHEREAS, after due and careful consideration of all of the items and claims made by the said contractor, the parties hereto have mutually agreed upon a settlement as hereinafter set out;

THEREFORE, the premises being in general as above stated, it is hereby mutually agreed by and between the parties hereto as follows:

I. That the several claims made by the contractor for which he requested and demanded payment in addition to the compensation due under said contract as measured by the unit price therein set out, are these:

Claim 1.	Construct road from new pit location for additional gravel haul:				
	Clearing right of way			$10.00	
	Use of 3/4-yard shovel & trucks 1 day			50.00	
	Graveling road, 30 yards at $0.30			9.00	$69.00
Claim 2.	Additional mile haul cost:				
	1,666 yards at $0.05				83.30
Claim 3.	Moving 3/4-yard shovel from Marshfield to Floras Creek and return:				98.50
Claim 4.	One-half Warren Northwest Statement of Extra Work:				
	(a) Prepare sidewalks:				
	Equipment Rentals	$6.00			
	Gasoline	1.90			
	Wages	101.59			
	Insurance & Payroll Tax	13.31	$122.80		
	(b) Prepare Subgrade & Shoulders:				
	Equipment Rentals	$215.56			
	Gasoline, Oil & Grease	55.45			
	Wages	301.71			
	Insurance & Payroll Tax	39.52	612.24		
	Total Warren Northwest Claim			$735.04	
	One-half of $735.04				367.52
	Total Amount Coos Bay Dredging Co.'s Claim				$618.32

II. Of the above enumerated claims the following by mutual agreement have been allowed in the following amounts:

Claim 1.	Total claim allowed in the amount of	$69.00
Claim 2.	" " " " " " "	83.30
Claim 3.	" " " " " " "	98.50
Claim 4.	Claim allowed in part. The amount of $122.80 for preparing sidewalks was allowed in full, but since the bid price for preparing subbase was $177.00 only, this amount was allowed. The total amount of Claim 4 allowed	299.80
Total amount of claim allowed		$550.60

III. The State shall pay to the contractor, as full, complete and final payment, the sum of $550.60, which sum is made up of claims enumerated in paragraph II hereof.

IV. In consideration of the payment of the sum of $550.60, the contractor agrees and does accept the said sum of money as full, complete and final payment for all claims of every kind and character, whether for work accomplished or for damage sustained or loss incurred from any cause whatsoever, by reason of said additional work done on the Bandon Section, and hereby expressly waives any further claim of any kind or character against the State by reason of any act or conduct on the part of the State Highway Commission, its officers, agents or employees.

V. A fully executed copy of this agreement shall be attached to and made a part of the original agreement entered into by these parties under date of July 14th, 1940, which is otherwise identified as State Highway Contract No. 2339, and shall be deemed a part thereof, but nothing in this agreement shall be construed to in any way change, modify or alter said original agreement but shall be deemed a supplement thereto with respect to claims for additional compensation for extra work performed under said contract.

IN WITNESS WHEREOF, the parties hereto have subscribed their names the day and year first above written.

APPROVED:

State Highway Engineer

ATTEST:

Secretary

STATE OF OREGON, by and through its State Highway Commission

By ______________________
Chairman

By ______________________
Commissioner

By ______________________
Commissioner

Party of the first part

Witness:

COOS BAY DREDGING COMPANY

By ______________________
President

By ______________________
Secretary

RECEIVED
FEB 5 1942
FOR FILING

82-B-5

February 5, 1942

Coos Bay Dredging Company
Box 217
Marshfield, Oregon

Gentlemen:

The State Highway Commission, at its meeting on December 18, 1941, granted you the additional extension of time requested, from July 31 to September 5, 1941, without penalty, in connection with state highway contract No. 2339 for construction of the Bandon Section of the Oregon Coast Highway, in Coos County.

Very truly yours,

AM

Secretary

cc - Mr. K. D. Lytle

R

Form E-1—5M—8-40

OREGON STATE HIGHWAY COMMISSION

FIELD ENGINEER'S WEEKLY REPORT

FOR CONSTRUCTION PROJECTS ONLY

For Week Ending Jan. 10, 1942, 19

Section Bandon

Kind of work Grade & Pave

Highway Oregon Coast

Section prefix 6 - 1020

Contractor Coos Bay Dredging Co.

Contract number 2339

Date of contract July 12, 1940, 19

Date of completion Oct. 31, 1940, 19

Date work started July 15, 1940, 19

Estimated date of completion Sept. 5, 1941, 19

Amount of contract $43,943.00

Per cent of time elapsed 100 + %

Estimated cost of completed project, exclusive of engineering $61,000.00

Per cent of contract completed, based on total contract price 100 %

Engineering cost to date, $4400.00, 10 %

Date project was completed , 19

General information covering progress of work by party and by contractor, important development, instructions to contractors, instructions from Division Engineers, exchanges in personnel of party, etc.:

Party on this project 3 days this week setting a few right-of-way posts and brass centerline monuments that we had not the opportunity to set previously.

NOTED
RAY WEBBER

JAN 12 1942

NOTED
E. M. BOOTH

Signed C. C. Gall,

Address Marshfield, Ore.

Mail original copy to Salem and duplicate copy to Division Engineer on Saturday of each week, retain triplicate copy for your own file

	GRADING	SURFACING	MAINTENANCE MATERIALS	OIL AND BITUMINOUS MACADAM	PAVING
Miles in project					
Miles partially completed					
Miles completed					
Total estimated quantities					
Estimated quantities moved or placed to date					
Average daily quantities					
Average daily quantities necessary to complete project on time					
Number shifts per day					
Hours per shift					
Average force on project for week					

Percentages of men employed on contract to be secured from:

.... County, ...%; .... County, ...%; .... County, ...%; .... County, ...%

	NUMBER USED AND SECURED FROM					CONTRACTOR'S KEY MEN, ETC.	TOTAL
	COUNTY	COUNTY	COUNTY	COUNTY	OTHER SOURCES		
Men							
Men and teams							
Men and trucks under 3 tons							
Men and trucks over 3 tons							
Men and tractors							

Equipment used during week: Shovels ...., Power graders ...., Rollers ...., Mixers ...., Crushing or screening plants ....,
Compressors ...., Bulldozers ...., Sheet-foot rollers ...., ..., ..., ...

	WEATHER	HRS. DELAY	CAUSE OF DELAY
Sunday			
Monday			
Tuesday			
Wednesday			
Thursday			
Friday			
Saturday			

STATE PRINTING DEPT.

RECEIVED
DEC 30 1941
FOR FILING

82-1-2

December 29, 1941

Maryland Casualty Company
Hansen & Rowland
Washington Building
Tacoma, Washington

Gentlemen:

You are hereby notified that state highway contract No. 2339 for work on the Bandon Section of the Oregon Coast Highway in Coos County, has been completed by the contractor, Coos Bay Dredging Company, and that final settlement will be made on or after January 8, 1942.

The state is not advised of any unpaid claims for labor or materials, or of the existence of any claims, debts, dues, or demands incurred in the performance of such work and remaining unsatisfied, and you are advised that the state assumes no responsibility for any such claims should there be any.

This notice is served upon you since you appear as surety on the bond furnished by the above contractor. Kindly acknowledge receipt of this letter.

For your information we wish to advise that the total amount paid the contractor in connection with this contract will be $47,993.38, and that no force account work was performed therein. This contract was completed on September 5, 1941, and accepted by the Commission on December 18, 1941.

Very truly yours,

OREGON STATE HIGHWAY COMMISSION

By

Secretary

BS

NOTED
D DeSart

R H Baldock 57-13-2

Dece[illegible]r 4th, 1941

FINAL COST ANALYSIS
Bandon Section
Oregon Coast Highway in Coos County

NOTED
Ass't State Highway Engineer

Contract No. 2339
Coos Bay Dredging Co., Contractor

Prefix 6-1020
C. C. Gall, Resident Engineer

Item	Cost	Quantity	Unit Cost	Unit Bid	Gross Revenue
Clearing & Grubbing	$536.07	100%		$1000.00	$1,000.00
Trench Excavation	1,023.15	760.1 Cu. Yd.	$1.346	1.50	1,140.15
Excav., Single Class	8,320.99	52,993 " "	0.157	0.185	9,803.71
Truck Haul	1,567.20	12,944.7 Yd. Mi.	0.121	0.10	1,294.47
Finishing Roadbed & Slopes	132.70	0.59 Mile	224.92	250.00	147.50
Rounding Cutbanks	186.94	2,160 Lin. Ft.	0.087	0.08	172.80
12" Sewer Pipe	878.22	836 " "	1.051	1.10	919.60
18" " "	327.12	174 " "	1.88	1.85	321.90
12" Concrete Pipe	451.45	429 " "	1.052	1.25	536.25
18" " "	729.45	348 " "	2.096	2.25	783.00
6" Wood Pipe	234.70	295 " "	0.80	0.65	191.75
#Adjusting Manholes	30.00	2	15.00	15.00	30.00
#Special Concrete Manholes	325.00	5	65.00	65.00	325.00
Removal of Catch Basins	25.90	2	12.95	15.00	30.00
#Concrete Catch Basins	525.32	14	37.52	32.00	448.00
# " Curbs & Gutters	2,922.48	162.36 Cu. Yd.	18.00	18.00	2,922.48
Moving Hydrants	45.44	5	9.09	10.00	50.00
#Concrete Sidewalks	82.66	45.92 Sq. Yd.	1.80	1.80	82.66
#Constructing Recesses for Curb Markers	25.00	100%		25.00	25.00
3/4" Electrical Conduit	28.41	106 Lin. Ft.	0.268	0.25	26.50
#Concrete Light Post Base	15.00	1	15.00	15.00	15.00
Riprap	550.66	201 Cu. Yd.	2.74	3.00	603.00
Salvaging Surf. Mat'ls.	305.62	610 " "	0.501	0.60	366.00
Pit Run Gravel Base	8,540.72	7,355 Cu. Yd.	1.159	1.23	9,046.65

ndon Final Cost Analysis

Item	Cost	Quantity		Unit Cost	Unit Bid	Gross Revenue
Filler	$31.73	90	Cu. Yd.	$0.353	$0.40	$36.00
Hauling Filler	10.16	50	Yd. Mi.	0.205	0.15	7.50
Sprinkling	337.49	270.7	M-Gal.	1.247	1.50	406.05
*Preparation of Base	177.00	0.59	Mile	300.00	300.00	177.00
*Bituminous Mixture in Place	13,813.80	2,002	Tons	6.90	7.25	14,514.50
*Mineral Aggregate in Place	337.50	90	Cu. Yd.	3.75	3.75	337.50
*Cutback Asphalt in Place	351.73	13.027	Tons	27.00	27.00	351.73
*Mineral Aggregate in Oil Mat	327.25	77	Cu. Yd.	4.25	4.25	327.25
*Asphalt in Oil Mat	239.33	6.838	Tons	35.00	35.00	239.33
PA #1, 4" Cast Iron Sewer Pipe	60.90	105	Lin. Ft.	0.58	0.60	63.00
PA #2, 8" Perf. Conc. Pipe	636.75	849	" "	0.75	0.77	653.73
" , Rock Backfill	335.50	134.5	Cu. Yd.	2.494	2.00	269.00
PA #3, 8" Concrete Pipe	56.20	61.5	Lin. Ft.	0.914	0.95	58.43
PA #4, Cement Adjustment		- 53.0	Bbl.		0.264	- 139.92
PA #6, Purchase 4" Wood Pipe	23.55	64	Lin. Ft.	0.368	0.368	23.55
" , " 6" " "	283.97	536	" "	0.5298	0.5298	284.00
*PA #5, Barrel Excell Road Oil	103.31	5.708	Tons	18.10	18.10	103.31
	$44,936.37					$47,993.38

# Items sub-contracted to Alderman & Woods.
* Items sub-contracted to Warren Northwest, Inc.

Gross Revenue	$47,993.38
Total Cost	44,936.37
Net Profit	$3,057.01

Net Profit Equals 6.37% of Gross Revenue

Contract No. 2339

Details of Cost

Labor:

Supervision	$824.62	
Labor	9,013.21	
State Industrial Accident Insurance	598.95	
Unemployment Compensation	289.93	
Old Age Benefit	98.38	$10,825.09

Materials:

12" Sewer Pipe	836	lin. ft.	at	$0.70	$585.20	
18" " "	174	" "	"	1.42	247.08	
12" Concrete Pipe	429	" "	"	0.75	321.75	
18" " "	348	" "	"	1.65	574.20	
6" Wood Pipe	295	" "	"	0.5298	156.29	
3/4" Electrical Conduit	106	" "	"	0.098	10.39	
4" Cast Iron Sewer Pipe	105	" "	"	0.42	44.10	
8" Perf. Concrete Pipe	849	" "	"	0.52	441.48	
Rock Backfill Material	134.5	cu. yd.	"	2.00	269.00	
8" Concrete Pipe	61.5	lin. ft.	"	0.60	36.90	
4" Wood Pipe	64	" "	"	0.368	23.55	
6" " "	536	" "	"	0.5298	283.97	
Cement	269½	bbl.	"	2.74	738.43	
Concrete Aggregate	288½	cu. yd.	"	2.00	577.00	
Catch Basin Grates	14		"	7.50	105.00	
Manhole Covers	5		"	15.50	77.50	4,491.84

Miscellaneous:

Equipment Rental (Including Repairs)	$6,492.11	
Gas, Oil and Grease	1,456.36	
Hired Trucks	2,695.00	
Form Lumber	153.48	
Move In	687.76	
Misc. Expenses & Small Tools	890.23	
Overhead Expenses	410.69	
Home Office Expense	1,167.10	
Bond	316.79	14,269.52

Sub-Contracted to Alderman and Wood:

Adjust Manholes	2		at	$15.00	$30.00
Special Concrete Manholes	5		"	65.00	325.00
Concrete Catch Basins	9		"	32.00	288.00
" Curbs & Gutters	162.36	cu. yd.	at	$18.00	2,922.48
" Sidewalks	45.92	sq. yd.	"	1.80	82.66

Details of Cost Contract No. 2339

Sub-Contracted to Alderman and Wood (Cont'd):

Construct Recesses for Curb Markers	All	$25.00	
Concrete Light Post Base	1 at $15.00	15.00	
		$3,688.14	
Less Expenses Prepaid by Contractor		3,688.14	$0.00

Sub-Contracted to Warren Northwest, Inc.:

Preparation of Base	0.59	Miles at	$300.00	$177.00	
Bituminous Mixture in Place	2,002	tons "	6.90	13813.80	
Mineral Aggregate in Place	90	cu. yd. at	$3.75	337.50	
RC-3 Asphalt in Place	13.027	tons "	27.00	351.73	
Min. Agg. in Oil Mat	77	cu. yd. "	4.25	327.25	
Asphalt in Oil Mat	6.838	tons "	35.00	239.33	
Barrel Excess Oil	5.708	" "	18.10	103.31	
					15,349.92
		Total Cost			$44,936.37

Contract No. 2399
Warren Northwest Inc., Sub-Contractor

Analysis of Paving & Oiling Costs

Item	Cost	Quantity	Unit Cost	Unit Bid	Gross Revenue
Preparation of Base	$251.38	0.59 Mi.	$426.07	$300.00	$177.00
Bituminous Mixture in Place	11,305.58	2,002 Tons	5.65	6.90	13,813.80
Mineral Aggregate in Place	467.10	90 Cu. Yd.	5.19	3.75	337.50
RC-3 Asphalt in Place	435.10	13.027 Tons	33.40	27.00	351.73
Mineral Aggregate in Oil Mat	490.05	77 Cu. Yd.	6.36	4.25	327.25
Asphalt in Oil Mat	514.90	6.838 Tons	75.30	35.00	239.33
PA #6, Barreling Excess Oil	104.36	5.708 Tons	18.28	18.10	103.31
	$13,568.47				$15,349.92

Gross Revenue	$15,349.92
Total Cost	13,568.47
Net Profit	$1,781.45

Net Profit Equals 11.61% of Gross Revenue

Contract No. 2399
Warren Northwest Inc., Sub-Contractor

Details of Paving & Oiling Costs

Labor:			
Supervision		$547.08	
Labor		4,496.38	
State Industrial Accident Insurance		327.83	
Unemployment Compensation		151.30	
Old Age Benefit		50.43	
			$5,573.02
Materials:			
RC-4 Asphalt	119.600 tons at $16.10	$1,925.56	
RC-3 Asphalt	19.865 " " 15.10	299.96	
			2,225.52
Miscellaneous:			
Equipment Rental (Incl. Repairs)		$2,741.15	
Gas, Oil & Grease		1,318.65	
Move In and Set Up Plant		715.69	
Misc. Expense and Small Tools		239.94	
Overhead Expense		151.00	
Home Office Expense		450.00	
Bond		153.50	
			5,769.93
	Total Cost		$13,568.47

Contract No. 2339

Warren Northwest Inc., Sub-Contractors

Remarks:

The sub-contractor moved in July 21st, 1941 and started setting up a portable asphalt plant on Floras Creek located 15.3 miles from the job. Operations with a blade and roller were carried on to prepare the base. On July 30th, mixing of bituminous material was started, and in two weeks the plant worked 118 hours to produce 2,002 tons of paving material at an average rate of 17 tons per hour. Bar run material was trapped by a small cat and dozer to the plant elevator. 114 Tons of RC-4 asphalt were heated in cars at Coquille and hauled 34 miles to the plant, and the mix was then hauled back 15.3 miles to the job at Bandon. Upon completion of the paving, a seal coat of RC-3 was spread by a distributor and covered with bar run aggregate. An oil mat of RC-3 and bar run aggregate was also placed on footpaths. A good price on bituminous mixture in place enabled the sub-contractor to realize a substantial profit on this job.

The material used in bituminous mixture consisted of RC-4 asphalt and bar run gravel which was dozed to the plant elevator and fed directly into the mix without screening. The reason the plant was set up at Floras Creek, making a double back haul on the oil, instead of setting up on the job, was that by so doing they avoided a double handling of the rock amounting to 1,890 tons at the expense of the double haul of 114 tons of oil.

Contract No. 2399

Remarks:

This was a "Regular Federal Aid Project" and consisted of construction of 0.59 mile of highway roadbed, 5,800 cu. yd. of rock base, 2,000 tons of plant mix bituminous macadam wearing wurface, 2,800 sq. yd. of oiled rock footpaths, concrete structures and other incidental work. The contract was bid June 14th, 1940, awarded July 12th. Work started July 15th, was discontinued November 2nd, resumed July 20th, 1941, and completed September 6th, 1941.

The job was located in the City of Bandon, and most of the clearing consisted of disposing of debris. Excavation material was sandy clay and was moved by cats and scrapers and by a 3/4-yard shovel and light trucks.

Pit run gravel was loaded by a ½ cu. yd. shovel into trucks at the Floras River and hauled 15 miles to the job.

All concrete items were sub-contracted to Wood and Alderman. The sub-contractors' expenses including wages were offset by an equal amount of expense, and they made no profit for their work.

The paving and oiling work was sub-contracted to Warren Northwest Inc.

Adequate bid prices and the fact that the job was fairly close to the contractor's headquarters made it possible for the contractor to earn a small profit on the job.

E. H. Clymer
Cost Analyst

By . . M. G. Smith

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OCT - 6 1941
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P

FEDERAL WORKS AGENCY
PUBLIC ROADS ADMINISTRATION
DISTRICT ONE

POST OFFICE BUILDING
PORTLAND, OREGON

MONTANA
OREGON
WASHINGTON

September 29, 1941

82-12-2

Mr. R. H. Baldock
State Highway Engineer
Salem, Oregon

Dear Sir:

Final inspection of Oregon SN-FAP 82-B (2), Bandon Section of the Oregon Coast Highway, was made by a representative of this office on September 10, 1941.

Prompt submission of the final voucher will be appreciated.

Very truly yours,

W. H. LYNCH
District Engineer

By L. J. Caufield
L. J. Caufield
Sr. Highway Engineer

R

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SEP 23 1941
FOR FILING

82-13-2

September 22, 1941

Maryland Casualty Co.
Hansen & Rowland, Inc.
Washington Building
Tacoma, Washington

Gentlemen:

You are advised that it is the intention of the State Highway Commission to make semi-final payment to the Coos Bay Dredging Co., on contract No. 2339, for grading and bituminous macadam surfacing on the Bandon Section of the Oregon Coast Highway, in Coos County. This payment, in the amount of $3,163.23, will be made on or after October 2, 1941. The retained percentage is $1,431.89.

The state is not advised of any unpaid claims for labor or materials, or of the existence of any claims, debts, dues, or demands incurred in the performance of such work and remaining unsatisfied, and you are advised that the state assumes no responsibility for any such claims should there be any.

Kindly acknowledge receipt of this letter.

Very truly yours,

OREGON STATE HIGHWAY COMMISSION

By

Secretary

RS

P.

Form E-1—8M—5-40

OREGON STATE HIGHWAY COMMISSION
FIELD ENGINEER'S WEEKLY REPORT
FOR CONSTRUCTION PROJECTS ONLY

82-B-2

For Week Ending Sept. 6, 1941, 19

Section Bandon

Kind of work Grade & Pave

Highway Oregon Coast

Section prefix 6 - 1020

Contractor Coos Bay Dredging Co.

Contract number 2339

Date of contract July 12, 1940, 19

Date of completion Oct. 31, 1940, 19

Date work started July 15, 1940, 19

Estimated date of completion Sept. 6, 1941, 19

Amount of contract $ 43,943.00

Per cent of time elapsed 100+ %

Estimated cost of completed project, exclusive of engineering $ 61,000.00

Per cent of contract completed, based on total contract price 100 %

Engineering cost to date, $ 4385.00, 10 %

Date project was completed Sept. 5th, 1941, 19

General information covering progress of work by party and by contractor, important development, instructions to contractors, instructions from Division Engineers, exchanges in personnel of party, etc.:

Had the contractor spend one day on the job this week with truck and 3 menpicking up sticks, trash, etc, and openning up culvert ends.

This is the final work on the contract.

The project is complete except for State Force work on the Ferry Creek channel change.

The semi-final estimate is now being worked up and should be submitted by the 15th of Sept.

NOTED
RAY WEBBER

RECEIVED
S[illegible]-1941

Signed C. C. Gall,

Address Marshfield, Oregon.

Mail original copy to Salem and duplicate copy to Division Engineer on Saturday of each week, retain triplicate copy for your own file

	GRADING	SURFACING	MAINTENANCE MATERIALS	OIL AND BITUMINOUS MACADAM	PAVING
Miles in project	0.59	0.59		0.59	
Miles partially completed	All	All		All	
Miles completed	"	"		"	
Total estimated quantities	760 Tr. 53,150 com.	7366 base		2002 tons	
Estimated quantities moved or placed to date	All	All		All	
Average daily quantities					
Average daily quantities necessary to complete project on time	Completed				
Number shifts per day					
Hours per shift	worked one day this week 3 men & truck cleaning up.				
Average force on project for week					

Percentages of men employed on contract to be secured from:

.... County, ...%; .... County, ...%; .... County, ...%; .... County, ...%

	NUMBER USED AND SECURED FROM					CONTRACTOR'S KEY MEN, ETC.	TOTAL
	COUNTY	COUNTY	COUNTY	COUNTY	OTHER SOURCES		
Men							
Men and teams							
Men and trucks under 3 tons							
Men and trucks over 3 tons							
Men and tractors							

Equipment used during week: Shovels ...., Power graders ...., Rollers ...., Mixers ...., Crushing or screening plants ....,

Compressors ...., Bulldozers ...., Sheet-foot rollers ...., ..., ..., ...

	WEATHER	HRS. DELAY	CAUSE OF DELAY
Sunday	showers		
Monday	Rain		
Tuesday	"		
Wednesday	Fair		
Thursday	"		
Friday	"		
Saturday	"		

RECEIVED
FEB 11 1942
FOR FILING

52-B-2

Salem, Oregon
September 3, 1941

Mr. K. D. Lytle
Highway Division Engineer
Roseburg, Oregon

Dear Sir:

I have before me price agreement No. 5, in connection with the Coos Bay Dredging Company contract on the Bandon Section; also, your letter of August 18, suggesting that the $300 worth of excess wood pipe be given to the City of Bandon.

It is not apparent to me why we are obligated in any way to the City, and I, therefore, do not favor a donation of the pipe to the City. I suggest that you investigate the possibility of a sale of the pipe to the City, or a return of the pipe to the manufacturer or to some dealer. It would be best to have the contractor make the sale with the understanding that he will be compensated to reasonable extent for his loss.

The price agreement is being returned, without my approval, for revision in case a satisfactory sale of the pipe is negotiated.

I wish to suggest that in the future you avoid ordering materials in excess of known requirements. General construction practice permits variation of quantities during the progress of the work, and does not obligate the owner to requisition materials on a single order basis. If a contractor desires to purchase on a single order basis, he should be required to do so on his own responsibility, and he should protect himself by arrangement with the dealer whereby unused materials may be returned.

Our practice of taking materials off the contractor's hands is not customary construction practice and is followed only in connection with materials that we can use to advantage in our maintenance operations.

Very truly yours,

R. H. Baldock
Chief Engineer

SHP:ER
cc to Mr. H. G. Smith

FORM E-30 REVISED 25M 1-41

OREGON STATE HIGHWAY COMMISSION

INTER-DEPARTMENT CORRESPONDENCE

Roseburg, Oregon
Aug. 18, 1941

Subject: 6-1020

To: H. G. Smith
Construction Engineer

Dear Sir:

Attached is a Price Agreement covering 4" and 6" wooden water pipe which were left upon completion of the Bandon Job.

At the start of the job, the contractor insisted on buying all of the pipe needed for the job and was permitted to order the entire lot.

Upon uncovering the water pipe in place, it was found to be in better condition than had been anticipated, so it was not necessary to replace it. This left the contractor with the extra pipe on hand. The purchase of the pipe in this manner really saved us some money as the bid price of the pipe installed was $0.50 per foot for the 4" and $0.65 per foot for the 6".

I recommend that the pipe be turned over to the City of Bandon. I make this recommendation because at one time the City asked us to build concrete walks along the job as payment for the City-owned right-of-way, which was donated to the State. I argued them out of that idea upon the basis that we were replacing a certain amount of their water pipe which work was as obligation of the City.

Now in view of the fact that we did not replace all of the pipe as originally contemplated, I think it is only fair that we give the City the unused portion. We have little use elsewhere for the pipe.

Very truly yours,

K D Lytle
K. D. LYTLE
Division Engineer

enc

cc: Gall

RECEIVED
AUG 19 1941

RECEIVED
MAR 26 1941
FOR FILING

82-B-2

March 25, 1941

Coos Bay Dredging Co.

Marshfield, Oregon

Gentlemen:

At the meeting of the State Highway Commission held on December 3, 1940, the following action was taken on your request for extension of time:

Coos Bay Dredging Company, Contract No. 2339, for grading and construction of bituminous macadam on the Bandon Section of the Oregon Coast Highway, in Coos County, requested an extension of time of 9 months, from October 31, 1940, to July 31, 1941, within which to complete this project. They alleged that their failure to complete the project within the specified time limit was due to adverse weather conditions which did not permit the performance of the oiling work. The Engineer advised that the Commission took bids for this job on June 14, 1940, but the contract was not awarded until July 12, 1940. Also, that the contractor started operations on July 15, 1940, and did everything possible to expedite completion of the work within the specified time limit but failed to do so because of early rains that made it inadvisable to do the oiling. He also said that he informed the contractor on September 10 that he would not be permitted to do the oiling work this fall. He recommended, in view of the circumstances, that the extension of time requested be granted without penalty. A letter was presented from the Public Roads Administration concurring therein. The Commission approved the recommendation,

Very truly yours,

OREGON STATE HIGHWAY COMMISSION

By

Secretary

PO

cc Mr. K. D. Lytle
Roseburg, Oregon

UNITED STATES DEPARTMENT OF AGRICULTURE
BUREAU OF PUBLIC ROADS
DISTRICT No. 1

POST OFFICE BUILDING
PORTLAND, OREGON

FEDERAL WORKS AGENCY
PUBLIC ROADS ADMINISTRATION

IN YOUR REPLY PLEASE REFER TO FILE No.

Stencil No. 124
Oregon FAP 82-B (2)
Bandon Section
Oregon Coast Highway

February 6, 1941

Mr. R. H. Baldock
State Highway Engineer
Salem, Oregon

Dear Sir:

We are forwarding herewith, for your files, an executed copy of the ____________ project agreement and certificate for the above numbered project.

Very truly yours,

W. H. LYNCH
District Engineer

By L. Caufield
L. J. Caufield
Sr. Highway Engineer

Encls.

WA4PR- 8426.

Form P. R. 2

State Oregon

Federal Aid Project No. 82-B(2)

PROJECT AGREEMENT

MEMORANDUM OF AGREEMENT made this 18th day of December, 1940 by and between The Oregon State Highway Commission, constituting for the purpose hereof, the Highway Department of the State of Oregon hereinafter called the Highway Department, and the Federal Works Administrator, hereinafter called the Administrator, under and pursuant to the provisions of the act of Congress approved July 11, 1916 (39 Stat., 355), entitled "An Act to provide that the United States shall aid the States in the construction of rural post roads, and for other purposes," and of the act approved November 9, 1921 (42 Stat., 212), entitled "An Act to amend the Act entitled 'An Act to provide that the United States shall aid the States in the construction of rural post roads, and for other purposes,' approved July 11, 1916, as amended and supplemented, and for other purposes," and acts amendatory thereof or supplementary thereto:

Whereas the Highway Department of said State submitted on the 6th day of July, 1922, a project statement, which was approved on the 22d day of September, 1922, for the proposed construction of a project consisting of the road hereinafter described; and

Whereas the Highway Department, in accordance with the rules and regulations promulgated for the administration of the Federal Highway Act, has furnished surveys, plans, specifications, and estimates for Section B (2) of said project which were recommended for approval by the District Engineer of the Public Roads Administration on the 29th day of May 1940; and

Whereas the Administrator has certified to the Secretary of the Treasury his approval of said surveys, plans, specifications, and estimates, and the sum of twenty-nine thousand, three hundred eighty and 00/100 dollars ($29,380.00) as the share of the United States payable under said act on account of Section B (2) of said project, which does not exceed the authorized Federal pro rata share of the approved total estimated cost thereof:

Now, therefore, in consideration of the premises and of the several promises to be faithfully performed by each, as hereinafter set forth, the Highway Department and the Administrator do hereby mutually agree as follows:

16—11370

FUNDS AT THE DISPOSAL OF THE HIGHWAY DEPARTMENT

ARTICLE I. Funds for the use of the Highway Department in the construction of said project have been made available in the following manner, to wit:

(*a*) By the State Chap. 175, laws 1917; Chap. 31, laws 1920; Chap. 529, laws 1939. (Include date and citation of act of legislature by which authorized)

(*b*) From other sources

(State how placed under direct control of Highway Department)

ROAD EMBRACED IN PROJECT

ARTICLE II. This agreement covers the following highway as described in detail in said surveys, plans, and specifications:

Between survey station 32+12 on Second Street East and survey station 63+47.3 on Oregon Avenue, all in Bandon

, length 0.595 of a mile~~s~~ in Coos County, being Section B (2) of Oregon Federal Aid project No. 82, consisting of 0.595 of a mile~~s~~ of roadway and no bridges, ~~each~~ of more than 20 feet clear span, ~~aggregating in length~~

16—11379 GPO

CHARACTER AND METHOD OF CONSTRUCTION

ARTICLE III. The Highway Department will construct or cause to be constructed to final completion said project, in strict compliance with said plans and specifications, which are made a part hereof, under its direct supervision, which shall include adequate inspection throughout the course of construction, subject at all times to inspection and approval by the Administrator or his agents, and in accordance with the laws of said State, the rules and regulations of the Administrator, and the following conditions:

(*a*) It is agreed that the construction work on the project shall be performed by contract, unless the performance thereof by force account shall be approved by the Administrator or his authorized representatives. Such construction work as may be performed by force account shall be paid for on the basis of the units of work performed at the unit prices set forth in the estimate as approved by the Administrator, except that where the total actual cost is ascertained to be less than the estimate so approved the total Federal payments shall not exceed the Federal pro rata share of such total actual cost.

UNITED STATES PRO RATA SHARE OF THE COST OF SAID PROJECT

ARTICLE IV. The United States pro rata share of the value of the labor and materials which shall be actually put into the construction of Section B (2) of said project shall not in any event exceed the sum of twenty-nine thousand, three hundred eighty and 00/100 dollars ($29,380.00), certified to the Secretary of the Treasury as above mentioned, which does not exceed the authorized Federal pro rata share of forty-eight thousand, one hundred fifty-five and 80/100 dollars ($48,155.80), the approved total estimated cost of Section B (2) of said project.

PAYMENTS

ARTICLE V. As the construction of said project progresses, the Administrator shall from time to time draw warrants on the Secretary of the Treasury for the payment to

The State Treasurer
(Official or depository)

hereby designated by the Highway Department for that purpose and authorized under the laws of said State to receive public funds of the State of Oregon
(Name)

of such sums as shall not, together with previous payments, exceed the United States pro rata share, as above specified, of the value, as determined by the Administrator after inspection and approval, of the labor and materials which have actually been put into said construction work in compliance with the requirements of Article III hereof.

The Administrator reserves the right to withhold such sum as he may deem necessary to insure completion of construction in compliance with said plans and specifications.

MAINTENANCE OF PROJECT

ARTICLE VI. The Highway Department will maintain said project in compliance with said acts of July 11, 1916, and November 9, 1921, out of funds which have been or will be made available therefor by said State in the manner herein set forth, to wit:
(Include reference to statute authorizing

Chap. 529, laws 1939.
funds and probable amount annually available)

The Highway Department will use every means within its power to insure proper and permanent maintenance of said project, and to that end will provide for the constant making of needed repairs to preserve a smooth-surfaced highway.

Showing of authority of the Highway Department to execute agreements will be found in the agreement for project No. 112.

In witness whereof the parties have hereunto affixed their signatures, the Highway Department on the day and year first above written and the Administrator on the ________ day of JAN 9 1941, 19__

OREGON STATE HIGHWAY COMMISSION
(Official title of Highway Department)

By Henry F. Cabell
Chairman, State Highway Commission
(Title of officer)

By ________
Member, State Highway Commission
(Title of officer)

By ________
Member, State Highway Commission
(Title of officer)

By ________
____
(Title of officer)

By ________
____
(Title of officer)

FEDERAL WORKS ADMINISTRATOR,

By ________
Acting Commissioner of Public Roads.

U. S. GOVERNMENT PRINTING OFFICE 16—11379

Form PR. 3—Revised

FEDERAL WORKS AGENCY
PUBLIC ROADS ADMINISTRATION

CERTIFICATE OF APPROVAL OF PLANS, SPECIFICATIONS, AND ESTIMATES

(Under "An Act to provide that the United States shall aid the States in the construction of rural roads, and for other purposes," approved July 11, 1916, and acts amendatory thereof and supplementary thereto.)

To

The Secretary of the Treasury, and

The State Highway Department of the State of Oregon

Pursuant to the acts above cited, I hereby certify—

First. That in accordance with the provisions of said acts, I have approved the plans, specifications, and estimates submitted by the State Highway Department of the State of Oregon for the construction of a highway designated in the records of this Agency as Federal Aid Project No. 82-B(2) State of Oregon

Second. That in accordance with said provisions I have approved the sum of $48,155.80 as the total estimated cost of said project, and the sum of $29,380.00 as the share of the United States, payable under said acts on account of such project, which does not exceed the authorized Federal pro rata share of said total estimated cost.

Done at the city of Washington, this ______ day of JAN 9 1941 one thousand nine hundred and ______

Federal Works Administrator,

By ______
Acting Commissioner of Public Roads.

U. S. GOVERNMENT PRINTING OFFICE 16—10130

RECEIVED
JAN 17 1941
FOR FILING

82-B-2

January 16, 1941

Mr. W. H. Lynch
District Engineer
Public Roads Administration
P. O. Box 3900
Portland, Oregon

Dear Sir:

We refer to your letter of January 14, concerning the supplemental clauses which were incorporated in the contract for the Bandon Project, Project FAP 82-B (2), but which were not a part of the approved special provisions.

After the bids for the project were received, it developed that some changes would have to be made in the arrangements which we had made for the disposing of the buildings that were within the right of way limits. It also developed that some grading work would be required on the sites to which the buildings were to be removed.

Under the circumstances, the special provision relating to the removal of buildings, as given on sheet No. 40 of the special provisions, were not considered adequate, so we obtained permission of the low bidder to supplement the special provisions, as was done. The added provisions are of no significance, except that they eliminate a possible source of misunderstanding in regard to the giving of access to areas from which buildings are to be removed by parties other than the contractor.

Very truly yours,

R. H. BALDOCK
Chief Engineer

By

S. H. Probert
Office Engineer

SHP:ER

FEDERAL WORKS AGENCY
PUBLIC ROADS ADMINISTRATION
DISTRICT ONE

MONTANA
OREGON
WASHINGTON

POST OFFICE BUILDING
PORTLAND, OREGON

January 14, 1941

Mr. R. H. Baldock
State Highway Engineer
Salem, Oregon

Dear Sir:

Receipt is acknowledged of contract awarded Coos Bay Dredging Co. for construction of Oregon Federal Aid Project 82-B (2), the Bandon Section of the Oregon Coast Highway.

It is noted that a supplemental special page has been inserted under the special provisions in the contract, which was not included in the special provisions as approved. We cannot see that any particular change has been made, but in view of the change made in the contract it will be necessary that we be furnished with an explanation as to the reasons for this additional special provision.

The contract will be held here pending receipt of your reasons for making the change.

Very truly yours,

W. H. LYNCH
District Engineer

By F. E. Andrews
F. E. Andrews
Sr. Highway Engineer

FEDERAL WORKS AGENCY
PUBLIC ROADS ADMINISTRATION
DISTRICT ONE

MONTANA
OREGON
WASHINGTON

POST OFFICE BUILDING
PORTLAND, OREGON

December 6, 1940

Mr. R. H. Baldock
State Highway Engineer
Salem, Oregon

Oregon Federal Aid Project No. 82-B (2)
The Bandon Section of the Oregon Coast
Highway in Coos County

Dear Sir:

We are forwarding herewith two copies of proposed project agreement for signature and return to this office.

Enclosed is an approved copy of the detail estimate, upon which the agreement was based, together with approved copy of specifications.

The unit price for 18" Concrete Pipe in the estimate has been corrected in line with your letter of November 23, 1940. Otherwise, it is as you submitted it with your letter of November 9, 1940.

Very truly yours,

W. H. LYNCH
District Engineer

By: L Caufield
L. V. Caufield
Sr. Highway Engineer

Encls.

RECEIVED
NOV 25 1940
FOR FILING

82-B-2

November 23, 1940

Mr. W. H. Lynch
District Engineer
Public Roads Administration
P. O. Box 3900
Portland, Oregon

Dear Sir:

Reference is made to your letter of November 19, 1940, concerning the item "18" Concrete Pipe" in the agreement estimate for the Bandon Section, Project No. FA 82-B (2).

The error for the item is the unit price rather than the extended amount, the correct unit price being $2.25 instead of $1.85 as shown.

Very truly yours,

R. H. BALDOCK
Chief Engineer

By

S. H. Probert
Office Engineer

Dict. by J. W. Nash/ER

FEDERAL WORKS AGENCY
PUBLIC ROADS ADMINISTRATION
DISTRICT ONE

MONTANA
OREGON
WASHINGTON

POST OFFICE BUILDING
PORTLAND, OREGON

November 19, 1940

Mr. R. H. Baldock
State Highway Engineer
Salem, Oregon

Dear Sir:

We discovered an error in the extension of "18" Concrete Pipe" on the second page of the proposed agreement estimate for Oregon Federal Aid Project 82-B (2), Bandon Section of the Oregon Coast Highway, received with your letter of November 9, 1940.

We made necessary changes before forwarding, reducing total cost $110.00 to $48,045.80. As Federal Aid requested was still below the maximum allowable, we made no change in these funds.

Very truly yours,

W. H. LYNCH
District Engineer

By F. E. Andrews

F. E. Andrews
Sr. Highway Engineer

RECEIVED
NOV 25 1940
FOR FILING

82-B-2

November 9, 1940

Mr. W. H. Lynch
District Engineer
Public Roads Administration
P. O. Box 3900
Portland, Oregon

Dear Sir:

Herewith are enclosed seven copies of estimate as basis for project agreement for the Bandon Section, Project No. FA 82-B (2).

Very truly yours,

R. H. BALDOCK
Chief Engineer

By

S. H. Probert
Office Engineer

Dict. by J. W. Nash/ER

Encl.

Oregon State Highway Department Federal Aid Project No. 82-B (2)

BANDON SECTION OF THE

OREGON COAST HIGHWAY IN COOS COUNTY

(Estimate as basis for project agreement. Based on low bid prices.)

Salem, Oregon, November 1, 1940

60' Roadway (Sta. 32+12 to 49+40)

All Required		Clearing and Grubbing		$ 551.00
320	cu. yds.	Trench Excavation	$ 1.50	480.00
7,750	cu. yds.	Excavation, Single Classification	.185	1,433.75
800	yd. mi.	Truck Haul	.10	80.00
0.33	mile	Finishing Roadbed and Slopes	250.00	82.50
300	lin. ft.	Rounding Cutbanks	.08	24.00
500	lin. ft.	12" Sewer Pipe	1.10	550.00
180	lin. ft.	18" Sewer Pipe	1.85	333.00
170	lin. ft.	12" Concrete Pipe	1.25	212.50
1	only	Adjusting Manholes	15.00	15.00
3	only	Special Concrete Manholes	65.00	195.00
2	only	Removal of Catch Basins	15.00	30.00
3	only	Concrete Catch Basin	32.00	96.00
160	cu. yds.	Concrete Curbs and Gutter	18.00	2,880.00
4	only	Moving Hydrants	10.00	40.00
120	sq. yds.	Concrete Sidewalks	1.80	216.00
All Required		Constructing Recesses for Curb Markers		25.00
100	lin. ft.	3/4" Electrical Conduit	.25	25.00
1	only	Concrete Light Post Base	15.00	15.00
200	cu. yds.	Riprap	3.00	600.00
600	cu. yds.	Salvaging Surfacing Materials	.60	360.00
3,750	cu. yds.	Pit-run Gravel in Base	1.23	4,612.50
180	cu. yds.	Filler	.40	72.00
180	yd. mi.	Hauling Filler	.15	27.00
260	M-gal.	Sprinkling	1.50	390.00
0.33	mile	Preparation of Base	300.00	99.00
1,573	tons	Bituminous Mixture in Place	7.25	11,404.25
142	cu. yds.	Mineral Aggregate in Place	3.75	532.50
22	tons	Emulsified or Cutback Asphalt in Place	27.00	594.00
34	cu. yds.	Mineral Aggregate in Oil Mat	4.25	144.50
2.5	tons	Asphalt in Oil Mat	35.00	87.50
			Subtotal	$ 26,207.00
			10% Engr. & Cont.	2,620.70
			Total	$ 28,827.70

Length	0.327 mile
Cost per mile	$ 88,158.10

22' Roadway (Sta. 49+40 to 63+47.3)

All Required		Clearing and Grubbing		$ 449.00
280	cu. yds.	Trench Excavation	$ 1.50	420.00
37,250	cu. yds.	Excavation, Single Classification	.185	6,891.25
13,200	yd. mi.	Truck Haul	.10	1,320.00
0.26	mile	Finishing Roadbed and Slopes	250.00	65.00
2,000	lin. ft.	Rounding Cutbanks	.08	160.00
90	lin. ft.	12" Concrete Pipe	1.25	112.50
250	lin. ft.	18" Concrete Pipe	1.85	562.50
110	lin. ft.	4" Wood Pipe	.50	55.00
760	lin. ft.	6" Wood Pipe	.65	494.00
4	only	Concrete Catch Basins	32.00	128.00
2	only	Moving Hydrants	10.00	20.00
300	cu. yds.	Salvaging Surfacing Materials	.60	180.00
2,050	cu. yds.	Pit-run Gravel in Base	1.23	2,521.50
120	cu. yds.	Filler	.40	48.00
120	yd. mi.	Hauling Filler	.15	18.00
140	M-gal.	Sprinkling	1.50	210.00
0.26	mile	Preparation of Base	300.00	78.00
427	tons	Bituminous Mixture in Place	7.25	3,095.75
38	cu. yds.	Mineral Aggregate in Place	3.75	142.50
6	tons	Emulsified or Cutback Asphalt in Place	27.00	162.00
66	cu. yds.	Mineral Aggregate in Oil Mat	4.25	280.50
4.5	tons	Asphalt in Oil Mat	35.00	157.50
			Subtotal	$ 17,571.00
			10% Engr. & Cont.	1,757.10
			Total	$ 19,328.10

Length 0.266 mile
Cost per mile $ 72,662.03

SUMMARY OF FUNDS REQUESTED

Item	Total Cost	Federal Aid Funds	State Funds
60' Roadway	$ 28,827.70	$ 17,588.00	$ 11,239.70
22' Roadway	19,328.10	11,792.00	7,536.10
	$ 48,155.80	$ 29,380.00	$ 18,775.80

NON-PARTICIPATING ITEMS

Excavation for Building Sites

1,000	cu. yds.	Excavation, Single Classification	$ .185	$ 185.00

State Funds for Construction: Chap. 175, laws 1917; Chap. 31, laws 1920; Chap. 529, laws 1939
State Funds for Maintenance: Chap. 529, laws 1939

RECEIVED
OCT 23 1940
FOR FILING

82-F-2

October 22, 1940

Mrs. Carrie Boise
Box 125
Langlois, Oregon

Dear Madam:

We have this date received an unsigned letter, in which inquiry is made concerning payment for gravel which was taken for the Bandon road construction project. We assume this letter was written by you.

You are advised that the contract you mention has been completed by the contractor. However, as the final estimate has not yet been submitted, it is impossible at this time to advise you how much money you have coming, or the date when you will receive it.

Just as soon as the final figures have been submitted from the field and have been checked, we will be in a position to make settlement to you.

Very truly yours,

C. B. McCullough
Assistant Chief Engineer

JM

RECEIVED
[illegible]

Langlois, Oregon
October 21, 1940

Oregon State Highway Commission
Salem, Oregon

Dear Sirs:

I am writing you in regard to the gravel that was used on the Bandon road construction job. As all the machinery has been removed from my property for some time I presume that you have all the gravel that you need for this work, so I am writing you to find out if it will be possible to pay me the amount due me by the 30th of this month as I have an obligation to meet on that date.

Thanking you
I remain,

RECEIVED
AUG 7 1940
FOR FILING

82-B-2

July 31, 1940

Coos Bay Dredging Co.,
Box 217
Marshfield, Oregon

Gentlemen:

We are sending to you today, by express, one fully executed copy of State Highway Contract No. 2339 which was awarded to you on July 12, 1940, covering the grading and surfacing of the Bandon Section of the Oregon Coast Highway in Coos County. This copy is for your records and files.

An executed copy is also being furnished the surety on your bond in connection with this project.

Yours very truly,

HBG:MC

Secretary

NOTED
D. G. DeSart

RECEIVED
AUG 7 1940
FOR FILING

82-B-2

July 31, 1940

Maryland Casualty Co.,
Hansen & Rowland Co., Agts.
Washington Building
Tacoma, Washington

Gentlemen:

We are sending to you today, by express, one fully executed copy of State Highway Contract No. 2339 which was awarded on July 12, 1940, to the Coos Bay Dredging Company covering the construction of the Bandon Section of the Oregon Coast Highway, in Coos County.

This copy is being sent to you for your records and files inasmuch as you appear as surety on the bond furnished in connection with this project.

Yours very truly,

HBG:MC

Secretary

NOTED
D. G. DeSart

RECEIVED
OCT 31 1940
FOR FILING

82-P-2

July 15, 1940

Coos Bay Dredging Company
Box 217
Marshfield, Oregon

Gentlemen:

Confirming my wire to you of this date, the State Highway Commission awarded to you on Friday, July 12, contract covering the 0.59 mile of grading and plant-mix bituminous macadam surfacing on the Bandon section of the Oregon Coast Highway in Coos County. This award was based on the low bid submitted by you on June 14, 1940, in the amount of $43,963.00.

Contract forms will be sent to you in a few days for execution.

Yours very truly,

HBG:MC

Secretary

M

CLASS OF SERVICE DESIRED	
DOMESTIC	CABLE
TELEGRAM	ORDINARY
DAY LETTER	URGENT RATE
SERIAL	DEFERRED
NIGHT LETTER	NIGHT LETTER
SPECIAL SERVICE	SHIP RADIOGRAM

Patrons should check class of service desired, otherwise the message will be transmitted as a telegram or ordinary cablegram.

COPY OF WESTERN UNION TELEGRAM

SALEM, OREGON
JULY 15, 1940

COOS BAY DREDGING COMPANY
MARSHFIELD, OREGON

THE STATE HIGHWAY COMMISSION AWARDED TO YOU ON JULY TWELFTH CONTRACT COVERING GRADING AND SURFACING OF BANDON SECTION OF THE OREGON COAST HIGHWAY IN COOS COUNTY. AWARD BASED ON LOW BID SUBMITTED BY YOU ON JUNE FOURTEENTH. CONTRACT FORMS FOLLOW SHORTLY

H. B. GLAISYER, SECRETARY
STATE HIGHWAY COMMISSION

---

surety on your bond.

Your attention is called to the paragraph under Section 5 of the General Provisions relating to the Workmen's Compensation Act. You are expected to accept the terms of this act and to carry on your work on this project in strict compliance therewith.

Your attention is also called to the mimeographed sheet immediately preceding the blue Special Provisions which relates to payment by the contractor of amounts due hospital associations et cetera.

Yours very truly,

HBG:RS

Secretary

DeSart

E.G. DeSart

RECEIVED
JUL 20 1940
FOR FILING

82-B-2

July 15, 1940

Coos Bay Dredging Co.
North Bend, Oregon

Gentlemen:

We are sending you today, by express, four copies of State Highway Contract No. 2339 which was awarded to you on July 12, 1940, covering the grading and paving of the Bandon Section of the Oregon Coast Highway in Coos County.

Please execute all four copies of this contract as to agreement and bond and return them to this office for approval by the State Highway Commission. After this is obtained a fully executed copy will be returned to you for your records and files and an executed copy will also be furnished the surety on your bond.

Your attention is called to the paragraph under Section 5 of the General Provisions relating to the Workmen's Compensation Act. You are expected to accept the terms of this act and to carry on your work on this project in strict compliance therewith.

Your attention is also called to the mimeographed sheet immediately preceding the blue Special Provisions which relates to payment by the contractor of amounts due hospital associations et cetera.

Yours very truly,

HBG:RS

Secretary

DeSart

E.G. DeSart

Form E-30—Revised—

RECEIVED
SEP 3 - 1940
FOR FILING

82-B-2

OREGON STATE HIGHWAY COMMISSION

INTER-DEPARTMENT CORRESPONDENCE

Marshfield, Ore.
July 13, 1940

Subject: Grading work on Bandon job.

To:

Mr. S.H. Probert,
Office Engineer,
Salem, Ore.

L

Dear Sir;

In response to your telephone call to me of last Friday, I am submitting a signed agreement with the Coos Bay Dredging Co, wherein they agree to do all work in connection with the building removal for the above mentioned job. I trust this will be satisfactory.

McLeod is anxious to start this job and advised me Saturday that you had notified him you could see no objection to commencing Monday, July 15. Please notify me as soon as you can if this is correct, as I would like to have your approval before he starts actual work.

Very truly Yours,

AJ Ford
A.J. Ford, Res. Eng'r.,
Box 717, Marshfield, Ore.

cc; A.L. L[illegible]tle.

COMMISSIONERS
HENRY F. CABELL, CHAIRMAN, PORTLAND
E. B. ALDRICH, PENDLETON
HURON W. CLOUGH, CANYONVILLE

H. B. GLAISYER, SECRETARY

Exhibit

OREGON STATE HIGHWAY COMMISSION
INTER-DEPARTMENT CORRESPONDENCE

OREGON STATE HIGHWAY COMMISSION

R. H. BALDOCK
STATE HIGHWAY ENGINEER
SALEM
C. B. McCULLOUGH
ASSISTANT STATE HIGHWAY ENGINEER
SALEM
J. M. DEVERS
ATTORNEY
SALEM

Marshfield, Ore.
July 13, 1940

IN REPLY PLEASE
REFER TO FILE NO.

GRADING WORK TO BE DONE IN CONNECTION WITH THE BANDON SECTION OF THE OREGON COAST HIGHWAY.

AGREEMENT:

To clarify the item "Grading for Building sites" as mentioned on Page 5 of the Special Provisions for the above mentioned job, I hereby agree to do the following work for the price submitted by me for the item Excavation, Single Classification, on said job, if and when awarded to me;

1. Grade parts of Lots 1 and 2 of Block 7, Woolen Mills Add. to Bandon.

2. Grade Lots 2,3& 4, Block 7, Woodladd Addition to Bandon.

3. Grade Lot 12, Block 8, Woodland Addition to Bandon.

4. Grade Lots 12 and 13 of Block 7, Woolen Mills Addition to Bandon.

5. Grade parts of Lots 1, 2, 3 and 4 of Block 10, Woodland Add. to Bandon.

The pay items will be as stated in the Special Provisions on Page 5, "Grading for Building Sites" for the above mentioned job.

All work to be done to the lines and grades established by the Engineer.

Signed; COOS BAY DREDGING COMPANY.

Witness; A J Ford
Resident Engineer

By; Jack McLeod

cc; Coos Bay Dredging Co.
R.D. Lytle
A.J. Ford

Above agreement is covered by supplemental provisions incorporated in the contract before the contract was signed.

Form E-30—Revised—[illegible]—4-40

OREGON STATE HIGHWAY COMMISSION

INTER-DEPARTMENT CORRESPONDENCE

Marshfield, Ore.
July 12, 1940

Subject: Options for Bandon Job.

To:

Mr. S.H. Probert
Office Engineer,
Salem, Ore.

Dear Sir;

After our telephone conversation this P.M. I went thru my list of options to check the list of numbers you gave me. I find that I have but two(2) of them, namely, #7764 and 7857-A. I may receive the others in your mail in the morning. If not, I will have to have them before I can tell the low bidder anything about what he will have to do.

Most of these options I have here are illegible. I cannot read the File Numbers on most of them they are so blurred and it is next to impossible to try to read the descriptions of the property. I wonder if it would not be possible to get copies of these options thatwould be of some valae to us. It would mean typing more copies, I know, but we would not have to guess at distances and bearings. A lot of them do not have any File numbers on them at all. I may have some of those numbers you gave me as there are some other~~s~~ buildings which have to be moved, according to the options I have here, but I cannot read the File number to check those you gave me.

I will contact McLeod, the prospective contractor, as soon as I receive the information from you as to which buildings involve grading work. I know now which they are but am not sure just where they are to be moved to.

Very truly Yours,

A J Ford
A. J. Ford, Res. Eng'r ,
Box 717, Marshfield Ore.

cc; K.D. Lytle.

82-B-2

FEDERAL WORKS AGENCY
PUBLIC ROADS ADMINISTRATION
DISTRICT ONE

MONTANA
OREGON
WASHINGTON

POST OFFICE BUILDING
PORTLAND, OREGON

RECEIVED

July 12, 1940

Mr. R. H. Baldock
State Highway Engineer
Salem, Oregon

Dear Sir:

This will confirm our verbal concurrence of today in award of contract to the Coos Bay Dredging Company, Marshfield, Oregon, who submitted the low bid for Oregon Federal Aid Project 82-B (2), the Bandon Section of the Oregon Coast Highway.

Very truly yours,

W H Lynch
W. H. LYNCH
District Engineer

RECEIVED

82-B-2

E X C E R P T

Marshfield, Ore
July 12, 1940

Marshfield-Bunker Hill plans

Mr. K. D. Lytle
Division Engineer
Roseburg, Oregon

. . . .

PS. I also have only one copy of the Federal Aid plans on the Bandon job. I would like to have two more copies of that job. I had two but the wind blows so hard down there that when I opened one set of them one day, the wind took them and tore them up so badly that they are of no value to me now.

A. J. Ford
Box 717
Marshfield, Ore.

Charge to the account of ____________________ $ ________

CLASS OF SERVICE DESIRED			
DOMESTIC		CABLE	
TELEGRAM	☒	ORDINARY	☐
DAY LETTER	☐	URGENT RATE	☐
SERIAL	☐	DEFERRED	☐
NIGHT LETTER	☐	NIGHT LETTER	☐
SPECIAL SERVICE	☐	SHIP RADIOGRAM	☐

Patrons should check class of service desired, otherwise the message will be transmitted as a telegram or ordinary cablegram.

WESTERN UNION

1217-B

R. B. WHITE
PRESIDENT

NEWCOMB CARLTON
CHAIRMAN OF THE BOARD

J. C. WILLEVER
FIRST VICE-PRESIDENT

CHECK
ACCOUNTING INFORMATION
TIME FILED

Send the following message, subject to the terms on back hereof, which are hereby agreed to

RECEIVED
JUL 15 1940
FOR FILING

SALEM, OREGON
JULY 12, 1940

MR. W. H. LYNCH
DISTRICT ENGINEER
PUBLIC ROADS ADMINISTRATION
P. O. BOX 3900
PORTLAND, OREGON

MAY WE HAVE YOUR CONCURRENCE IN AWARD TODAY OF CONTRACT FOR BANDON PROJECT 82-B2 TO COOS BAY DREDGING COMPANY. ALL RIGHTS OF WAY ARE ACQUIRED.

R. H. BALDOCK

82-13-2

July 2, 1940

Coos Bay Dredging Co.
Marshfield, Oregon

Attention: Jack McLeod

Gentlemen:

Because of difficulties experienced in making arrangements for removal of buildings, we have had to delay the awarding of the contract for the Bandon Project.

We have hopes now that the award may be made within the present week or early next week.

Very truly yours,

R. H. BALDOCK
State Highway Engineer

By

S. H. Probert
Office Engineer

SHP:ER

cc to K. D. Lytle

PHONE 140

Coos Bay Dredging Co.
JACK McLEOD, PRESIDENT
GENERAL CONTRACTORS
SAND AND GRAVEL

Marshfield, Oregon

RECEIVED
1 - 1940
STATE HIGHWAY COMMISSION

June 29, 1940

REFERRED TO
To Asst. State Highway [illegible]

Oregon State Highway Commission
Salem, Oregon

Gentlemen:

As you know we were low bidder on the Bandon Section, Grading and Bituminous Macadam Surfacing when bids were opened in Portland June 14th.

To date we have not heard from you and naturally are anxious to learn whether or not you are planning on awarding the Project.

A reply would be very much appreciated.

Thanking you, we remain

Yours very truly,

COOS BAY DREDGING COMPANY

BY Jack McLeod
President

JM:dm

5-23-4XA

June 20, 1940

Mr. W. H. Lynch
District Engineer
Public Roads Administration
Post Office Box 3900
Portland, Oregon

Attention: Mr. T. M. Davis

Dear Sir:

We are enclosing herewith three copies of an encroachment and traffic resolution adopted by the city authorities of Bandon, for Project FA 82-B (2).

Very truly yours,

R. H. BALDOCK
State Highway Engineer

By

Oscar Cutler
Asst. Office Engineer

OC:MB

Encl.

Proj. FI-53-B(2)
S-23-B

RESOLUTION # 2339

WHEREAS, State Highway No. 9 of the State of Oregon, known as the Oregon Coast Highway, is routed through the City of Bandon, Coos County, Oregon, a municipal corporation, and the route officially adopted for said highway by the State Highway Commission traverses the following street or streets, or avenues, of said city; to wit: Second Street East, a relocation of the Oregon Coast Highway from Second Street East to Oregon Avenue and Oregon Avenue, from the east city limits of Bandon to the south city limits of Bandon

And, WHEREAS, the State Highway Commission of the State of Oregon is desirous of receiving Federal Aid for the improvement of said highway,

And, WHEREAS, The Bureau of Public Roads of the Department of Agriculture of the United States will not participate in the construction of said highway until and unless the said City of Bandon will guarantee by resolution officially adopted by the City Council of said City, that no encroachments will be permitted upon the right-of-way of said highway within the corporate limits of said City, which will permanently obstruct or interfere with the free and convenient flow of traffic over said highway through said City; and will so regulate parking of vehicles on said streets or avenues traversed by said highway that the free, convenient and safe flow of traffic shall not be impeded; and agree not to impose unreasonable limitations of speed upon said highway, nor impose any regulations of traffic which will operate to discriminate against traffic upon said highway by giving undue preference to traffic upon other intersecting streets or avenues.

NOW THEREFORE, IT IS HEREBY RESOLVED by the Common Council of the City of Bandon, Coos County, Oregon, that no encroachments will be permitted on the streets and avenues traversed by State Highway No. 9 of the State of Oregon, known as the Oregon Coast Highway, which will permanently or unduly interfere with the free and convenient flow of traffic along said highway; and will so regulate the parking of vehicles along said streets and avenues as not to impede the free, convenient and safe flow of traffic; and will not impose any unreasonable limitations of speed upon said highway, nor impose any regulation of traffic upon said highway which shall unduly discriminate against traffic upon said highway by giving undue preference to traffic upon other intersecting streets or avenues.

It being understood that nothing in this resolution of agreement by the City Council shall be construed so as to prevent or impair proper police regulations and the enforcement of all existing ordinances and regulations respecting the use of streets in said City, nor to prevent such temporary obstructions to traffic as may be necessitated by the construction of water or gas mains, sewers and other public improvements, or to preclude the proper use of said highway for the placement of telephone or electric light poles or other public service facilities.

Passed by the Common Council of the City of Bandon, Coos County, Oregon, this 6th day of December 1939.

Attest:

K J Franklin
Mayor

Wesley Chappell
City Recorder

- - - - - - - - - - - - - - - - - -

I hereby certify the foregoing to be a true copy of the original resolution passed by the Common Council of the City of Bandon, Coos County, Oregon, on the 6th day of December 1939, at the regular/or special meeting of said Common Council.

Dated this 6th day of December, 1939.

Wesley Chappell
City Recorder

Proj FA-82-B(2)

RESOLUTION

WHEREAS, State Highway No. 9 of the State of Oregon, known as the Oregon Coast Highway, is routed through the City of Bandon, Coos County, Oregon, a municipal corporation, and the route officially adopted for said highway by the State Highway Commission traverses the following street or streets, or avenues, or roads, of said city; to wit:

Second Street East, a relocation of the Oregon Coast Highway from Second Street East to Oregon Avenue, and Oregon Avenue from the east city limits of Bandon to the south city limits of Bandon

And, WHEREAS, the State Highway Commission of the State of Oregon is desirous of receiving Federal Aid for the improvement of said highway,

And, WHEREAS, the State Highway Commission of the State of Oregon has caused a survey to be made, and plans prepared for the improvement of the State Highway traversing the street or streets, or avenues, or roads, as described herein,

And, WHEREAS, if said proposed street improvement is carried out, the work will be done pursuant to a grade or grades fixed and established by the Highway Commission,

And, WHEREAS, the grade or grades and elevations to which the proposed improvement will be made are indicated upon the maps and plans prepared for the proposed improvement which are on file in the office of the Oregon State Highway Commission, at Salem, Oregon, copies of which have been submitted to the city for its record and for its approval, said grades being as follows, to wit:

Description of center line grade: U. S. C. and G. S. Datum: Beginning at grade elevation 72.4 at the intersection of the center line of Second Street East and the east city limits of Bandon; thence to elevation 72.33 at the intersection of Second Street East and North Avenue; thence to elevation 72.27 at the intersection of Second Street East and Michigan Avenue; thence to elevation 66.58 at the intersection of Second Street East and June Avenue; thence to elevation 40.68 at the intersection of Second Street East and Harlen Avenue; thence to elevation 11.95 at the intersection of Second Street East and Grand Avenue; thence to elevation 8.63 at the intersection of Second Street East and Creek Street; thence to elevation 8.39 at the intersection of Second Street East and Filmore Avenue; thence to elevation 8.15 at the intersection of the relocated center line of the Oregon Coast Highway with the center line of Elmira Avenue; thence to elevation 8.15 at the intersection of the relocated center line of the Oregon Coast Highway with Delaware Avenue; thence to elevation 15.42 at the intersection of the relocated center line of the Oregon Coast Highway and Chicago Avenue; thence to elevation 19.95 at the intersection of the relocated center line of the Oregon Coast Highway with Baltimore Avenue; thence to elevation 38.23 at the intersection of the relocated center line of the Oregon Coast Highway with Fourth Street East; thence to elevation 55.68 at the intersection of the relocated center line of the Oregon Coast Highway with Fifth Street East; thence to elevation 65.05 at the intersection of the center line of Oregon Avenue with the center line of Ninth Street, west of Oregon Avenue; thence to elevation 67.07 at the intersection of Oregon Avenue and 10th Street; thence to elevation 69.08 at the intersection of Oregon Avenue and 11th Street; thence to elevation 71.10 at the intersection of Oregon Avenue and 12th Street; thence to elevation 73.12 at the intersection of the center line of Oregon Avenue with the south city limits of Bandon

And, WHEREAS, pursuant to Chapter 88, Oregon Laws 1931, it is required that as a condition precedent to the change of the grade of any such street by the Commission, such grade change shall be consented to by the city.

NOW THEREFORE, IT IS HEREBY RESOLVED by the Common Council of the City of Bandon, Coos County, Oregon, that the grades established by the State Highway Commission for the proposed improvement of the street or streets, or avenues, or roads, as described herein and which are traversed by State Highway No. 9 of the State of Oregon, known as the Oregon Coast Highway, the plans for which proposed improvement are on file in the office of the State Highway Commission at Salem, Oregon, and a copy or copies of which are on file in the records of the city, said grades being as follows, to wit:

Description of center line grade; U. S. C. and G. S. Datum: Beginning at grade elevation 72.4 at the intersection of the center line of Second Street East and the east city limits of Bandon; thence to elevation 72.33 at the intersection of Second Street East and North Avenue; thence to elevation 72.27 at the intersection of Second Street East and Michigan Avenue; thence to elevation 66.58 at the intersection of Second Street East and June Avenue; thence to elevation 40.68 at the intersection of Second Street East and Harlen Avenue; thence to elevation 11.95 at the intersection of Second Street East and Grand Avenue; thence to elevation 8.63 at the intersection of Second Street East and Creek Street; thence to elevation 8.39 at the intersection of Second Street East and Filmore Avenue; thence to elevation 8.15 at the intersection of the relocated center line of the Oregon Coast Highway with the center line of Elmira Avenue; thence to elevation 8.15 at the intersection of the relocated center line of the Oregon Coast Highway with Delaware Avenue; thence to elevation 15.42 at the intersection of the relocated center line of the Oregon Coast Highway and Chicago Avenue; thence to elevation 19.95 at the intersection of the relocated center line of the Oregon Coast Highway with Baltimore Avenue; thence to elevation 38.23 at the intersection of the relocated center line of the Oregon Coast Highway with Fourth Street East; thence to elevation 55.68 at the intersection of the relocated center line of the Oregon Coast Highway with Fifth Street East; thence to elevation 65.05 at the intersection of the center line of Oregon Avenue with the center line of Ninth Street, west of Oregon Avenue; thence to elevation 67.07 at the intersection of Oregon Avenue and 10th Street; thence to elevation 69.08 at the intersection of Oregon Avenue and 11th Street; thence to elevation 71.10 at the intersection of Oregon Avenue and 12th Street; thence to elevation 77.12 at the intersection of the center line of Oregon Avenue with the south city limits of Bandon

are hereby approved, and consent is hereby given to such change, and the State Highway Commission hereby is permitted to construct, reconstruct, improve, repair, and/or maintain the said streets in accordance with said grade changes, without financial obligation or liability for damages on the part of the City.

Passed by the Common Council of the City of Bandon, Coos County, Oregon, this 6th day of December, 1939.

BE IT FURTHER RESOLVED, that the Common Council does hereby agree, within its lawful authority but without financial obligation or liability, to cooperate with and aid the State Highway Commission in the accomplishment of such street construction, reconstruction, improvement, repair, and/or maintenance.

Attest:

K. I. Franklin
Mayor

Wesley Chappell
City Recorder

- - - - - - - - - - - - -

I hereby certify the foregoing to be a true copy of the original resolution passed by the Common Council of the City of Bandon, Coos County, Oregon, on the 6th day of December, 1939, at the regular meeting of said Common Council.

Dated this 6th day of December, 1939.

Wesley Chappell
City Recorder

FORM 5-A-1 6M 4-39

COMMISSIONERS
HENRY F. CABELL, CHAIRMAN, PORTLAND
E. B. ALDRICH, PENDLETON
HURON W. CLOUGH, CANYONVILLE

H. B. GLAISYER, SECRETARY

R. H. BALDOCK
STATE HIGHWAY ENGINEER
SALEM

C. B. McCULLOUGH
ASSISTANT HIGHWAY ENGINEER
SALEM

OREGON STATE HIGHWAY COMMISSION
SALEM

IN REPLY PLEASE
REFER TO FILE NO.

RECEIVED
JUN 24 1940
FOR FILING

82-B-2

June 12, 1940

Mr. W. H. Lynch
District Engineer
Public Roads Administration
Post Office Box 3900
Portland, Oregon

Dear Sir:

Please be advised that all necessary right of way has been acquired for the Bandon Section, Project No. FA 80-B (2).

Very truly yours,

R. H. BALDOCK
State Highway Engineer

By

S. H. Probert
Office Engineer

Dict. by J. W. Nash/GS

June 6, 1940

Mr. W. H. Lynch
District Engineer
Public Roads Administration
P. O. Box 3900
Portland, Oregon

Dear Sir:

We are enclosing herewith seven copies of estimate to accompany plans and specifications for the Bandon Section, Project No. FA 80-B (2). Likewise are enclosed five copies of bid item page number 3. [illegible]

Five blueprint copies of the plan summary sheet are being sent under separate cover.

All of these papers have been revised by correction of the quantity for "Emulsified or Cutback Asphalt in Place." The correct quantity is 28 tons instead of 130 tons as shown on the previous PS&E papers.

Very truly yours,

R. H. BALDOCK
State Highway Engineer

By

E. H. Probert
Office Engineer

Dict. by J. W. Nash/ER

Encl.

Oregon State Highway Department Federal Aid Project No. 82-B (2)

BANDON SECTION OF THE

OREGON COAST HIGHWAY IN COOS COUNTY

(Estimate to accompany plans and specifications. Not as basis for project agreement).

Salem, Oregon, June 6, 1940.

60' Roadway (Sta. 32+12 to 49+40)

All Required		Clearing and Grubbing		$ 300.00
320	cu. yds.	Trench Excavation	$1.00	320.00
8,750	" "	Excavation, Single Classification	.22	1,925.00
800	yd. mi.	Truck Haul	.12	96.00
0.33	mile	Finishing Roadbed & Slopes	300.00	99.00
300	lin. ft.	Rounding Cutbanks	0.10	30.00
500	" "	12" Sewer Pipe	1.00	500.00
180	" "	18" Sewer Pipe	1.80	324.00
170	" "	12" Concrete Pipe	1.00	170.00
1	only	Adjusting Manholes	50.00	50.00
3	"	Special Concrete Manholes	90.00	270.00
2	"	Removal of Catch Basins	5.00	10.00
3	"	Concrete Catch Basin	30.00	90.00
160	cu. yds.	Concrete Curbs and Gutter	22.00	3,520.00
4	only	Moving Hydrants	30.00	120.00
120	sq. yds.	Concrete Sidewalks	2.00	240.00
All Required		Construct Recesses for Curb Markers		20.00
100	lin. ft.	3/4" Electrical Conduit	.25	25.00
1	only	Concrete Base for Light Post	10.00	10.00
200	cu. yds.	Riprap	3.00	600.00
600	" "	Salvaging Surfacing Materials	.60	360.00
3,750	" "	Pit-run Gravel in Base	1.60	6,000.00
180	" "	Filler	.40	72.00
180	yd. mi.	Hauling Filler	.15	27.00
260	M-gals.	Sprinkling	1.50	390.00
0.33	mile	Preparation of Base	150.00	49.50
1,573	tons	Bituminous Mixture in Place	3.75	5,898.75
142	cu. yds.	Mineral Aggregate in Place	4.00	568.00
22	tons	Emulsified or Cutback Asphalt in Place	28.00	616.00
34	cu. yds.	Mineral Aggregate in Oil Mat	4.00	136.00
2.5	tons	Asphalt in Oil Mat	40.00	100.00
			Subtotal	$ 22,936.25
			10% Engr. & Cont.	2,293.62
			Total	$ 25,229.87

Length 0.327 mile
Cost per mile $78,913.36

22' Roadway (Sta. 49+40 to 63+47.3)

Quantity	Unit	Item	Unit Price	Amount
All Required		Clearing and Grubbing		$ 200.00
280	cu. yds.	Trench Excavation	$1.00	280.00
37,250	" "	Excavation, Single Classification	.22	8,195.00
13,200	yd. mi.	Truck Haul	.12	1,584.00
0.26	mile	Finishing Roadbed & Slopes	300.00	78.00
2,000	lin. ft.	Rounding Cutbanks	.10	200.00
90	" "	12" Concrete Pipe	1.00	90.00
250	" "	18" Concrete Pipe	2.00	500.00
110	" "	4" Wood Pipe	1.50	165.00
760	" "	6" Wood Pipe	2.00	1,520.00
4	only	Concrete Catch Basins	30.00	120.00
2	"	Moving Hydrants	30.00	60.00
300	cu. yds.	Salvaging Surfacing Materials	.60	180.00
2,050	" "	Pit-run Gravel in Base	1.60	3,280.00
120	" "	Filler	.40	48.00
120	yd. mi.	Hauling Filler	.15	18.00
140	M-gals.	Sprinkling	1.50	210.00
0.26	mile	Preparation of Base	150.00	39.00
427	tons	Bituminous Mixture in Place	3.75	1,601.25
38	cu. yds.	Mineral Aggregate in Place	4.00	152.00
6	tons	Emulsified or Cutback Asphalt in Place	28.00	168.00
66	cu. yds.	Mineral Aggregate in Oil Mat	4.00	264.00
4.5	tons	Asphalt in Oil Mat	40.00	180.00
		Subtotal		$ 19,132.25
		10% Engr. & Cont.		1,913.22
		Total		$ 21,045.47

Length 0.266 mile
Cost per Mile $79,118.30

SUMMARY OF FUNDS REQUESTED

Item	Total Cost	Federal Aid Funds	State Funds
60' Roadway	$25,229.87	$15,391.00	$ 9,838.87
22' Roadway	21,045.47	12,839.00	8,206.47
	$46,275.34	$28,230.00	$ 18,045.34

June 3, 1940

Mr. W. H. Lynch
District Engineer
Public Roads Administration
P. O. Box 3900
Portland, Oregon

Dear Sir:

In accord with the request of Mr. Davis by telephone, we are sending under separate cover two additional copies of drawing number 2038 showing structural details for minor structures on the Bandon Section, Project No. FA 82-B(2).

Very truly yours,

R. H. BALDOCK
State Highway Engineer

By

S. H. Probert
Office Engineer

Dict. by J. W. Nash/PO

May 31, 1940

Mr. W. H. Lynch
District Engineer
Public Roads Administration
Post Office Box 3900
Portland, Oregon

Dear Sir:

Reference is made to Mr. Davis' request, by telephone, concerning several changes in the P. S. & E. papers, and additional data for the Bandon Section, Project No. FA 32-B (2).

Accordingly, we are enclosing herewith one copy of laboratory report covering test of materials from the gravel deposit on Flora Creek.

Five blueprint copies of plan sheet number 3 showing the typical section for the proposed channel change are being sent under separate cover.

Five copies of special provision page number 30 are enclosed herewith containing an additional specification, clarifying the basis of measurement and payment for the bid item "Emulsified or Cutback Asphalt in Place."

The correct station description given on page 1 of the special provisions should read Station 32+12. Please correct the copies of bid proposals sent to you previously.

The quantity of excavation involved under the specification for excavation for building sites is 1,000 cubic yards. It is our suggestion that this quantity be deleted in the agreement estimate when it is submitted.

The bridge over Ferry Creek was reconstructed in 1936. The present structure is a frame trestle constructed on cut-off piling, laminated deck, with a roadway width of 47.25 feet. It is in excellent condition.

Very truly yours,

R. H. BALDOCK
State Highway Engineer

By

S. H. Probert
Office Engineer

Dist. by J. W. Nash/GS
Encl.

FEDERAL WORKS AGENCY
PUBLIC ROADS ADMINISTRATION
DISTRICT ONE

MONTANA
OREGON
WASHINGTON

POST OFFICE BUILDING
PORTLAND, OREGON

May 29, 1940

RECEIVED
[illegible]
OREGON
STATE HIGHWAY COMMISSION

Mr. R. H. Baldock
State Highway Engineer
Salem, Oregon

Dear Sir:

P. S. & E. documents for Oregon Federal Aid Project No. 82-B (2), the Bandon Section of the Oregon Coast Highway, have today been recommended for approval, subject to final review and approval by the Commissioner of Public Roads. This is your authority to advertise for bids.

Concurrence in award will be withheld until the right of way is acquired.

Very truly yours,

W H Lynch

W. H. LYNCH,
District Engineer

May 28, 1940

Mr. W. H. Lynch
District Engineer
Public Roads Administration
Post Office Box 3900
Portland, Oregon

Dear Sir:

Herewith are enclosed seven copies of estimate and three copies of right of way statement for the Bandon Section, Project No. FA 82-B (2).

Five bid proposals and five sets of blueprint plans are being sent under separate cover.

Very truly yours,

R. H. BALDOCK
State Highway Engineer

By

S. H. Probert
Office Engineer

Dict. by J. W. Nash/MB

Encl.

Oregon State Highway Department Federal Aid Project No. 82-B (2)

BANDON SECTION OF THE

OREGON COAST HIGHWAY IN COOS COUNTY

(Estimate to accompany plans and specifications. Not as basis for project agreement.)

Salem, Oregon, May 28, 1940

60' Roadway (Sta. 32+12 to 49+40)

All Required		Clearing and Grubbing		$ 300.00
320	cu. yds.	Trench Excavation	$ 1.00	320.00
8,750	cu. yds.	Excavation, Single Classif.	.22	1,925.00
800	yd. mi.	Truck Haul	.12	96.00
0.33	mile	Finishing Roadbed and Slopes	300.00	99.00
300	lin. ft.	Rounding Cutbanks	.10	30.00
500	lin. ft.	12" Sewer Pipe	1.00	500.00
180	lin. ft.	18" Sewer Pipe	1.80	324.00
170	lin. ft.	12" Concrete Pipe	1.00	170.00
1	only	Adjusting Manhole	50.00	50.00
3	only	Special Concrete Manholes	90.00	270.00
2	only	Removal of Catch Basins	5.00	10.00
3	only	Concrete Catch Basins	30.00	90.00
160	cu. yds.	Concrete Curbs and Gutter	22.00	3,520.00
4	only	Moving Hydrants	30.00	120.00
120	sq. yds.	Concrete Sidewalks	2.00	240.00
All Required		Constructing Recesses for Curb Markers		20.00
100	lin. ft.	3/4" Electrical Conduit	.25	25.00
1	only	Concrete Base for Light Post	10.00	10.00
200	cu. yds.	Riprap	3.00	600.00
600	cu. yds.	Salvaging Surfacing Materials	.60	360.00
3,750	cu. yds.	Pit-run Gravel in Base	1.60	6,000.00
180	cu. yds.	Filler	.40	72.00
180	yd. mi.	Hauling Filler	.15	27.00
260	M-gals.	Sprinkling	1.50	390.00
0.33	mile	Preparation of Base	150.00	49.50
1,573	tons	Bituminous Mixture in Place	3.75	5,898.75
142	cu. yds.	Mineral Aggregate in Place	4.00	568.00
102	tons	Emulsified or Cutback Asphalt in Place	28.00	2,856.00
34	cu. yds.	Mineral Aggregate in Oil Mat	4.00	136.00
2.5	tons	Asphalt in Oil Mat	40.00	100.00
			Subtotal	$ 25,176.25
			10% Engr. & Cont.	2,517.62
			Total	$ 27,693.87

Length 0.327 mile
Cost per mile $ 84,690.73

22' Roadway (Sta. 49+40 to 63+47.3)

All Required		Clearing and Grubbing		$ 200.00
280	cu. yds.	Trench Excavation	$ 1.00	280.00
37,250	cu. yds.	Excavation, Single Classif.	.22	8,195.00
13,200	yd. mi.	Truck Haul	.12	1,584.00
0.26	mile	Finishing Roadbed and Slopes	300.00	78.00
2,000	lin. ft.	Rounding Cutbanks	.10	200.00
90	lin. ft.	12" Concrete Pipe	1.00	90.00
250	lin. ft.	18" Concrete Pipe	2.00	500.00
110	lin. ft.	4" Wood Pipe	1.50	165.00
760	lin. ft.	6" Wood Pipe	2.00	1,520.00
4	only	Concrete Catch Basins	30.00	120.00
2	only	Moving Hydrants	30.00	60.00
300	cu. yds.	Salvaging Surfacing Materials	.60	180.00
2,050	cu. yds.	Pit-run Gravel in Base	1.60	3,280.00
120	cu. yds.	Filler	.40	48.00
120	yd. mi.	Hauling Filler	.15	18.00
140	M-gals.	Sprinkling	1.50	210.00
0.26	mile	Preparation of Base	150.00	39.00
427	tons	Bituminous Mixture in Place	3.75	1,601.25
38	cu. yds.	Mineral Aggregate in Place	4.00	152.00
c 28	tons	Emulsified or Cutback Asphalt in Place	28.00	784.00
66	cu. yds.	Mineral Aggregate in Oil Mat	4.00	264.00
4.5	tons	Asphalt in Oil Mat	40.00	180.00

Subtotal $ 19,748.25
10% Engr. & Cont. 1,974.82

Total $ 21,723.07

Length 0.266 mile
Cost per mile $ 81,665.67

SUMMARY OF FUNDS REQUESTED

Item	Total Cost	Federal Aid Funds	State Funds
60' Roadway	$ 27,693.87	$ 16,896.00	$ 10,797.87
22' Roadway	21,723.07	13,254.00	8,469.07
	$ 49,416.94	$ 30,150.00	$ 19,266.94

BANDON SECTION

PROJECT NO. FA 82-B (2)

While negotiations for right of way are in progress, some twelve parcels have not been acquired, nor has the right to occupy and use these parcels been secured, but it is now believed that all necessary right of way can be made fully available within thirteen days.

R. H. BALDOCK
State Highway Engineer

By

S. H. Probert
Office Engineer

May 28, 1940

May 4, 1940

Mr. J. I. Henton, Manager
West Coast Telephone Company
Marshfield, Oregon

Dear Sir:

Under date of May 2, Division Engineer K. D. Lytle wrote you a letter about moving poles in Bandon along the Oregon Coast Highway and indicated that a map of the section would be sent to you. We have made a white print copy map of this section and are mailing it to you under separate cover.

Very truly yours,

R. H. BALDOCK
State Highway Engineer

By

S. H. Probert
Office Engineer

Dict. by R. Alvick/GS

cc Mr. K. D. Lytle

HAIRMAN, PORTLAND
IDLETON
H. CANYONVILLE

SECRETARY

R. H. BALDOCK
STATE HIGHWAY ENGINEER
SALEM

C. B. McCULLOUGH
ASSISTANT HIGHWAY ENGINEER
SALEM

OREGON STATE HIGHWAY COMMISSION
SALEM

IN REPLY PLEASE
REFER TO FILE NO.

May 2, 1940

J. I. Henton, Mgr.
West Coast Telephone Co.
Marshfield, Oregon

Dear Sir:

The contract for the reconstruction of the Bandon Section, Oregon Coast Highway, will be let early in June, according to our present schedule. The project will begin at the Ferry Creek Bridge, Sta. 32+15 and end at Sta. 63+47.3, which is approximately 100 feet north of the intersection of 10th Street and Railroad Ave.

The line is not now marked clearly on the ground but with the aid of a map showing the width of our right of way we believe you can, at this time, trace the line sufficiently close to enable you to plan on where you wish to reset your poles. Since your line will, in all probability, be placed upon our right of way, it will be necessary for you to construct under a formal permit. It is requested that you make application sufficiently early so that a permit may be issued before the poles are moved.

A map will be sent to you within the next two or three days and the centerline and right of way will be staked by the time you are ready to move your poles.

Very truly yours,

K. D. LYTLE
Division Engineer

By:

Office Engineer

cc: Probert ✓

Will you please send a white print map of this section to
Mr. Henton

Chg. to be made at end of month

S-23-~~302~~

November 28, 1939

Mr. Wesley Chappell
City Recorder
Bandon, Oregon

Dear Sir:

Some time ago four copies of a grade resolution form, to be adopted by the City Council of Bandon, relative to the establishment of grades on the Oregon Coast Highway through Bandon, were sent to the city; also, six copies of a resolution form relative to encroachments and traffic. Subsequent thereto, a letter was received from the city requesting that someone contact the city authorities and explain to them the grades as established and the purpose of the resolution for encroachments.

I am advised by Mr. Lytle, Division Engineer at Roseburg, that someone representing his office has contacted the city, and he is of the opinion that the matter was satisfactory to the city.

I would, therefore, appreciate it if the city will adopt these resolutions and mail three copies of the grade resolution and five copies of the encroachment resolution to the Oregon State Highway Commission, attention of Oscar Cutler, at Salem. One copy of each resolution should be retained by the city for their records.

Very truly yours,

R. H. BALDOCK
State Highway Engineer

By

Oscar Cutler
Asst. Office Engineer

OO:MK

5-23-~~36a~~

Salem, Oregon
November 21, 1939

Grade resolution--Oregon
Coast Highway in Bandon

Mr. K. D. Lytle
Division Highway Engineer
Roseburg, Oregon

Dear Sir:

Some time ago there were sent to the City of Bandon, grade resolutions to be adopted by the city authorities, approving the grades established by the State Highway Commission in connection with the survey of the Oregon Coast Highway in Bandon.

The city later requested that someone call upon them and explain the grade resolutions. I wrote to you, asking that someone contact the city authorities, which I presume has been done.

Will you please advise me what has transpired in connection with this matter.

Very truly yours,

R. H. BALDOCK
State Highway Engineer

By

Oscar Cutler
Asst. Office Engineer

OC:ME

5-23-~~3aa~~

RECEIVED
AUG 12 1939
OREGON
STATE HIGHWAY COMMISSION

CITY OF BANDON
COOS COUNTY, OREGON

BANDON, OREGON Aug. 9, 1939.

Oregon State Highway Commission,
Salem, Oregon.

ATT: Mr. Oscar Cutler, Asst. Office Engineer.

Gentlemen:

This will acknowledge the receipt of your letter of August 7, 1939 addressed to G. W. Treadgold, City Recorder. The letter included two resolutions which you requested the City Council to adopt.

Since the City does not have a regular engineer, but employs one by the day, we are writing to inquire whether it would be possible for you to have one of your engineers in this district stop in Bandon when convenient and explain the result of each grade mark established in relation to the elevations as they now exist. For example the grade elevation at the intersection of June Avenue and Second Street East is 66.58. What the City Council wishes to know is how this elevation differs from the grade as it exist on the present Highway and street. If you could give us this information on all of the other grade elevations the Council could act on the resolution intelligently.

Very truly yours,

City of Bandon.

BY Wesley Chappell
Wesley Chappell,
City Recorder.

3-23-3~~0A~~

August 7, 1939

Mr. G. W. Treadgold
City Recorder
Bandon, Oregon

Dear Sir:

We are enclosing herewith four copies of a grade resolution on which are indicated center line grade elevations at the street intersections on Second Street East, Oregon Avenue, and the relocation of the Oregon Coast Highway in Bandon; also, six copies of resolution relative to encroachments and traffic.

It is my understanding that a request was presented to the State Highway Commission asking that grades be established, so that property owners could construct buildings and sidewalks to the established grade, and the Commission instructed the engineer to establish right of way lines and grade lines.

It is a requirement of law that city authorities approve grades established by the Highway Commission, and a requirement of the Federal Government that, on federal aid highways within cities, resolutions be adopted in which the city guarantees that no encroachments will be permitted upon the right of way and that no discrimination will be made by the city against traffic on a federal aid highway.

I would appreciate it if you will present these two resolutions to the City Council for adoption. After they are adopted, retain one copy of each resolution for your records and mail the other copies to the Oregon State Highway Commission, attention of Oscar Cutler, Salem, Oregon. We would appreciate early action on the resolutions.

Under separate cover, we are mailing you a blueprint showing the alignment and a blueprint showing the grade line.

Very truly yours,

R. H. BALDOCK
State Highway Engineer

By

Oscar Cutler
Asst. Office Engineer

OC:ME
Encl.

cc Mr. K. D. Lytle

BANDON

Subgrade El.

[illegible]		El. 7.1[illegible]
[illegible] Ave.	6+6[illegible] -	El. [illegible].33
[illegible] Av.	13+[illegible] -	El. 71.27
June Ave	1[illegible]+[illegible] -	El. 65.58
Harlem Ave.	26+36.	El. 39.68
Grand Ave.	31+76	El. 10.95
Creek St.	34+52	El. 7.63
Filmore Ave.	36+90	El. 7.39
Elmira Ave.	39+30	El. 7.15
Delaware Av.	42+05	El. 7.15
Chicago Ave.	46+60	El. 14.42
Baltimore Av.	48+05	El. 18.95
Fourth St. E.	52+15	El. 37.23
Fifth St. E.	56+20	El. 54.68
Ninth St.	61+15	El. 64.05
Tenth St.	64+40	El. 66.07
Eleventh St.	67+65	El. 68.08
Twelfth St.	70+90	El. 70.10
City Limits	74+16	El. 72.12

Figures on map are 1 foot higher than subgrade El.

CONTRACT# [redacted] 2340

FA 50-A-2 Corvallis-Lincoln School 1940
Sec., Pacific Hwy., West
#2340

RECEIVED
JAN 15 1942
FOR FILING

50-a-2

January 14, 1942

Mr. W. H. Lynch
District Engineer
Public Roads Administration
P. O. Box 3900
Portland, Oregon

Dear Sir:

We are returning herewith the original final voucher for Project No. FA 50-A (2), Corvallis-Lincoln School Section, in which copy we have corrected the quantity for "Hauling Filler" to 261 yard miles, as requested in your letter of January 12, 1942.

Very truly yours,

R. H. BALDOCK
Chief Engineer

By

S. H. Probert
Office Engineer

Dist. by J. W. Nash/ER

Encl.

FEDERAL WORKS AGENCY
PUBLIC ROADS ADMINISTRATION
DISTRICT ONE

MONTANA
OREGON
WASHINGTON

POST OFFICE BUILDING
PORTLAND, OREGON

January 12, 1942

Mr. R. H. Baldock
State Highway Engineer
Salem, Oregon

Dear Sir:

We enclose the original final voucher for Oregon FAP 50-A (2), Corvallis-Lincoln School section of the West Side Pacific Highway.

In the first group of items No. 25, hauling filler is shown as 26.1 yd.-mi., while the extension is computed for 261 yd.-mi. We believe the larger quantity is correct, and if so you should have the voucher corrected, initialling the change. The memorandum copies will be changed in this office to conform with the original.

Very truly yours,

W. H. LYNCH
District Engineer

By:
F. E. Andrews
Sr. Highway Engineer

Encl.

RECEIVED
SEP 9 1941
FOR FILING

50-A-2

FEDERAL WORKS AGENCY
PUBLIC ROADS ADMINISTRATION
DISTRICT ONE

MONTANA
OREGON
WASHINGTON

POST OFFICE BUILDING
PORTLAND, OREGON

September 8, 1941

Mr. R. H. Baldock
State Highway Engineer
Salem, Oregon

Dear Sir:

Final inspection of Oregon FAP 50-A (2), Corvallis-Lincoln School Section of the Pacific Highway West, was made by a representative of this office on August 22, 1941, subject to submission of Form PR-47. Prompt submission of the final voucher will be appreciated.

Very truly yours,

W. H. LYNCH
District Engineer

By L J Caufield
L. J. Caufield
Sr. Highway Engineer

Ton

RECEIVED
AUG 2 [illegible]

R

50-A-2

August 19, 1941

American Surety Company of New York
Owen D. West
725 Yeon Building
Portland, Oregon

Gentlemen:

On June 23 we notified you that final payment, in the amount of $53,889.37, would be made on or after July 3, 1941, to The United Contracting Company, on contract No. 2340, for grading and paving on the Corvallis-Lincoln School Section of the Pacific Highway West, in Benton County, and you consented to this final settlement in your letter of June 25.

That final warrant was never mailed to the contractor, and in the meantime the Commission has remitted 50% of the engineering costs accruing after the specified date of completion.

We are now ready to release the contractor's final warrant, and take this means of notifying you, as surety, that the total amount paid the contractor in connection with this work will now be $54,183.75, including this final payment, of which $255.61 is for force account work.

Very truly yours,

OREGON STATE HIGHWAY COMMISSION

By

Secretary

DGD:RS

NOTED
D. G. DeSart

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AUG 19 194
FOR FILING

50-A-2

Salem, Oregon
August 18, 1941

Commission Meeting
August 14 & 15, 1941

S. H. Probert

E. G. Smith

The Commission considered the request of the United Contracting Company for relief from payment of the penalty in connection with their contract for the Corvallis-Lincoln School Project in Benton County and agreed to split the penalty fifty-fifty.

C. B. McCullough

MC:OA

NOTED
C. B. McCullou

RECEIVED
JAN 21 1942
FOR FILING

4a

8/14/41

MEMBER
BUILDERS EXCHANGE

THE UNITED CONTRACTING COMPANY
109 NORTHWESTERN BANK BUILDING
PHONE MAIN 3099
PORTLAND, OREGON

RECEIVED
JUL

50-a-2

~~5f~~
7/24

Original Bid June 13th-1940--Completion Sept. 30th-1940.

Rejected bids -Bid July 18th-1940 " still Sept. 30th-1940.

Applied for an extension of time Sept. 28th to Nov. 30th

Copies of contract express to U C Co on July 20th--contracts signed by U C Co July 22nd-1940

Our copy of contract forwarded to us on August 9th-1940

r
We stated work on August 26th--to open up pit -meamtime shipping our equipment to job--leaving us only to Sept 30th to complete contract on time set. Humanly inpossible to complete the work within the time limit of Sept. 30th. If we were allowed to work after stoppage order would have [illegible] finished prior to Nov 30th date of extension.

First extension asked and approved by the Bonding Company was to Nov. 30th-1941. Later [illegible] extension asked after order to stop work. Applied to June 1st but completed the work on April ?

one day in July or aug worth 5 days in Oct
Walt had crew handling two Jobs or more —
at least time should be split.

M

OREGON STATE HIGHWAY COMMISSION

Statement of Items Chargeable to Contractor
To Be Deducted from Contractor's Estimate

May 14, 1941
Contract No. 2340
Prefix 2-1106

The United Contracting Company
311 Stock Exchange Building
Portland, Oregon

Engineering expense chargeable to the contractor, due to his failure to complete the Corvallis-Lincoln School Project within the time specified.

Salaries, March 18, 1941 to April 21, 1941, Incl.

	Mar. (days)	April (days)	Total Days	Rate	Amount
Samuel F. Walters, Res. Engr.	12	21	33	$250.00	$271.77
Rex I. Bissell, Transitman	7	3	10	170.00	55.39
George V. Miller, St. Insp.	14	21	35	150.00	172.74
Lyle D. Warren, Chainman	7	3	10	100.00	32.58
Foster D. Wentz, Chainman	-	2	2	100.00	6.67
A. Kehne Waine, Plant Insp.	-	9	9	150.00	45.00
Total Labor -					$584.15
State Industrial Accident Insurance at .90 less 20%					4.21
Total -					$588.36

Transfer of Charges

Charge

Credit 2-1106-900 $588.36

Approved ______________________
Resident Engineer

Approved ______________________
Division Engineer

R.H. Baldock

50-A-2

RECEIVED

July 10th, 1941

COST ANALYSIS-FINAL REPORT
Corvallis-Lincoln School Section
Pacific Highway West

Contract No. 2340
United Contracting Company, Contractors

Prefix 2-1106
S. F. Walters, Resident Engineer

NOTED
State Highway Engineer

Description	Cost	Quantity	Unit Cost	Unit Bid	Gross Revenue
Clearing & Grubbing	$189.68	All			$850.00
*Trench Excavation	1,833.60	1,729.8 cu. yd.	$1.06	$1.05	1,816.29
Single Class Excavation	969.11	1,904.8 " "	0.509	0.45	857.16
Finish Roadbed & Slopes	273.60	0.82 Mile	333.66	270.00	221.40
Gravel Borrow	4,942.81	9,997.8 cu. yd.	0.494	0.60	5,998.68
*12" Concrete Pipe	680.50	642 lin. ft.	1.06	1.05	674.10
*18" " "	102.15	48 " "	2.13	2.20	105.60
*24" " "	3,845.19	1,320 " "	2.91	2.80	3,696.00
*30" " "	6,256.13	1,442 " "	4.34	4.20	6,056.40
*Salvage Culvert Pipe	232.09	249 " "	0.93	0.80	199.20
*Pavement Cutting	264.42	547 " "	0.48	0.40	218.80
*Concrete Catch Basins	449.74	17 each	26.45	25.00	425.00
" " Inlets	63.49	3 "	21.16	20.00	60.00
*Std. Concrete Manholes	169.55	2 "	84.77	82.00	164.00
*Spl. " " with Std. Covers	84.95	1 "	84.95	85.00	85.00
*Spl. Concrete Manholes with Plate Covers	334.79	4 "	83.69	85.00	340.00
Metal Intake Screen	50.40	168 lbs.	0.30	0.30	50.40
Salvage Rip Rap and Place Rock Slope	202.07	163.7 cu. yd.	1.23	4.00	654.80
*Concrete Curbs	2,515.52	131.15 " "	19.18	20.00	2,623.00
3"-0" Mat'l in Subbase	2,534.01	2,799.5 " "	0.91	0.78	2,183.61
3/4"-0" Mat'l in Base	3,245.14	1,272.5 " "	2.55	2.10	2,672.25
Filler	110.00	275 " "	0.40	0.40	110.00
Filler Haul	58.00	290 yd. mi.	0.20	0.20	58.00

Final Cost Analysis Corvallis-Lincoln School Section.

Description	Cost	Quantity	Unit Cost	Unit Bid	Gross Revenue
Class B Asph. Concrete	$14,560.70	3,007 Tons	$4.84	$5.60	$16,839.20
Cutback Asph. Wear. Surf.	7,225.95	1,159 "	6.23	5.60	6,490.40
Mineral Aggregate in Place	322.19	79.5 cu. yd.	4.05	3.75	298.13
Asphalt in Place	347.68	9.23 Tons	37.67	40.00	369.20
*PA #1, 12" Conc. Pipe XSTR	17.14	12 lin. ft.	1.43	1.35	16.20
PA #2, Type A Curb Markers	16.00	8 each	2.00	2.00	16.00
PA #3, Barrel Asphalt	86.00	5 tons	17.20	14.70	73.50
Force Account	255.61				255.61
Penalty for Not Finishing on Time (Deduct)					- 588.36
	$52,238.21				$53,889.57

Gross Revenue	$53,889.57
Total Cost	52,238.21
Net Profit	$1,651.36

Net Profit Equals 3.1% of Gross Revenue

*** Sub-contracted by A. T. Dolan.**

Corvallis-Lincoln School

Detail of Cost

Labor:

Supervision	$1,322.25	
Labor	10,790.73	
State Industrial Accident Insurance	564.95	
Unemployment Insurance	363.39	
Social Security	121.13	
		$13,162.45

Materials:

Asphalt for AC	186.68	Tons	at $14.90	$2,781.53	
Aggregate for AC	3,750	cu. yd.	at $1.40	5,250.00	
3/4"-0 Crushed Rock	1,274	" "	" 1.40	1,783.60	
Asphalt for Sidewalks	11.2	Tons	" 24.10	269.92	
Mineral Aggregate for Sidewalks	80	cu. yd.	" 1.55	124.00	
Cutback in Wearing Surface	63.95	Tons	" 12.50	799.38	
					11,008.43

Equipment Rental, Small Tools & Misc. Supplies:

Equipment Rental, Including Repairs	$3,337.40	
Hired Equipment	1,995.62	
Gas, Oil and Grease	1,799.22	
Fuel Oil	720.78	
Small Tools, Supplies & Misc. Expense	836.05	
Freight & Cartage	307.22	
Lumber	418.54	
Bond	538.90	
Public Liability	121.15	
Main Office & Overhead	2,155.00	
		12,229.88

Work Performed by A. T. Dolan:

Trench Excavation	1,729.8	cu. yds.	at $1.00	$1,729.80	
12" Concrete Pipe	642	lin. ft.	" 1.00	642.00	
18" " "	48	" "	" 2.00	96.00	
24" " "	1,320	" "	" 2.75	3,630.00	
30" " "	1,442	" "	" 4.10	5,912.00	
Salvage Culvert Pipe	249	" "	" 0.75	186.75	
Pavement Cutting	547	" "	" 0.40	218.80	
Catch Basins	17	each	" 25.00	425.00	
" Inlets	3	"	" 20.00	60.00	
Standard Manholes	2	"	" 80.00	160.00	
Special "	5	"	" 80.00	400.00	
Concrete Curbs	131.15	cu. yds.	" 18.00	2,360.70	
12" Concrete Pipe XSTR	12	lin. ft.	" 1.35	16.20	
					15,837.45
			Total Cost		$52,238.21

Corvallis-Lincoln School
Contract No. 2340

REMARKS:

This contract was bid and awarded July 18th, 1940. Winter weather made it necessary to stop work December 4th, 1940 when the job was about 85% complete. Work was started again on March 16th, and the job was completed April 19th, 1941. The completion date was extended from September 30th, 1940 to July 1st, 1941. The contractor was penalized for not completing on time.

The single class excavation was costly due to the small quantity and the use of a large amount of hand labor used in shaping the material along the curbs and sidewalks. A 3/8 cu. yd. shovel, 1½ ton dump trucks, 30 h.p. tractor and dozer and a power blade were used.

The gravel borrow and 3" - 0 pit run gravel base were taken from the Durrell pit on Kiger Island, 2.3 miles southeast of the south end of the project. A 3/8 cu. yd. shovel was used for loading, and the hauling was done with 3 and 5 cu. yd. dump trucks. A 30 h.p. tractor and dozer and a power blade were used for handling the material on the road. Some stripping of the pit was necessary. The digging was easy, and the hauling road was good. An average of 58 cu. yds. per hour was loaded out with the shovel.

The 3/4" - 0 base and shoulder material was purchased from a local commercial plant for $1.40 per cu. yd. delivered on the job.

A portable asphaltic concrete plant of 1,000-lb. capacity mounted on a railroad car was set up on the north end of the job. The aggregates were purchased from a local commercial plant for $1.40 per cu. yd. delivered in stockpile near the plant. A D-6 cat and dozer was used to feed the aggregates into the paving plant. Five-ton trucks were used to haul the asphaltic concrete, and a finishing machine and a 10-ton roller were used for spreading and compacting. Production was low, varying from 15 tons to 293 tons per day, or an average of 126 tons per day, due to unfavorable weather and poor prosecution of the work.

The cutback wearing surface and 97 tons of the leveling course were laid in the spring. The cost is high because it was necessary to move in, reorganize and repair the plant.

The profit on this job is low chiefly because the job was not completed in the fall.

E. H. Clymer
Cost Analyst

RECEIVED
JUL 1 1941
FOR FILING

50-A-2

June 30, 1941

Mr. M. J. Lynch, Secretary Treasurer
The United Contracting Company
311 Stock Exchange Building
Portland, Oregon

Dear Sir:

Reference is made to your request for a conference concerning your final estimate for the Corvallis-Lincoln School Section. Thursday, July 3, at 10:30 a.m., will be satisfactory if that time meets your convenience.

Very truly yours,

R. H. Baldock
Chief Engineer

hi

RECEIVED
JUN 25 1941
STATE HIGHWAY COMMISSION

THE UNITED CONTRACTING COMPANY
GENERAL CONTRACTORS
811 STOCK EXCHANGE BUILDING
PORTLAND, OREGON

June 24th--1941.

Mr. R. H. Baldock,
State Highway Engineer,
Salem, Oregon

Dear Sir:-

Received the papers covering final estimate for the improvement Pacific Highway, West, Section Corvallis-Lincoln School in Benton County, Oregon. The engineering charges seems to us to be excessive. Would appreciate an opportunity to confer with you or your engineers. Any time would be convenient with us except Thursday of this week.

Thank you.

Very truly yours,

M J Lynch

Secy. Treas.

MJL/L

REFERRED TO
H G Smith
By Chief Engineer

REFERRED TO
R H Baldock
By Asst. State Highway Engineer

RECEIVED
JUN 2
OF
ENGINEER

RECEIVED
JUN 24 1941
FOR FILING

50-A-3

June 23, 1941

American Surety Company of New York
Owen D. West
725 Yeon Building
Portland, Oregon

Gentlemen:

You are hereby notified that State Highway Contract No. 2340 for .80 mile grading and paving on the Corvallis-Lincoln School Section of the Pacific Highway West, Benton County, has been completed by the contractor The United Contracting Co., 311 Stock Exchange Building, Portland, Oregon, and that final settlement will be made by the state with said contractor on or after July 3, 1941.

The state is not advised of any unpaid claims for labor or materials, or of the existence of any claims, debts, dues, or demands incurred in the performance of such work and remaining unsatisfied, and you are advised that the state assumes no responsibility for any such claims should there be any.

This notice is served upon you since you appear as surety on the bond furnished by the above contractor. Kindly acknowledge receipt of this letter.

For your information we wish to advise that the total amount paid the contractor in connection with this contract will be $53,889.57, including final payment of which $255.61, is for force account work. This contract was completed on April 21, 1941 and accepted May 9, 1941.

Yours very truly,

STATE HIGHWAY COMMISSION

By

Secretary

OA

Form E-1—5M—10-40

OREGON STATE HIGHWAY COMMISSION

FIELD ENGINEER'S WEEKLY REPORT

FOR CONSTRUCTION PROJECTS ONLY

51-A-2

For Week Ending April 26, 1941, 19

Section Corvallis-Lincoln School

Kind of work Grading & Paving

Highway West Side Pacific

Section prefix 2-1106

Contractor Unite Contracting Co.

Contract number 2340

Date of contract July 18, 1940, 19

Date of completion Sept. 30, 1940, 19

Date work started July 29, 1940, 19

Estimated date of completion ..., 19

Amount of contract $52,791.00

Per cent of time elapsed ...%

Estimated cost of completed project, exclusive of engineering $55,000

Per cent of contract completed, based on total contract price 100%

Engineering cost to date, $..., ...%

Date project was completed April 21, 1941, 19

General information covering progress of work by party and by contractor, important development, instructions to contractors, instructions from Division Engineers, exchanges in personnel of party, etc.:

Beginning with this report, they will be deferred till the final estimate is submitted, it is hoped the end of next week. Mr. Eason on final inspection Monady.

RAY WEBBER

RECEIVED
APR 28 1941
OFFICE OF [illegible] ENGINEER

Signed Samuel Swallis

Address Corvallis

NOTED

Mail original copy to Salem and duplicate copy to Division Engineer on Saturday of each week, retain triplicate copy for your own file

	GRADING	SURFACING	MAINTENANCE MATERIALS	OIL AND BITUMINOUS MACADAM	PAVING
Miles in project					
Miles partially completed					
Miles completed					
Total estimated quantities					
Estimated quantities moved or placed to date					
Average daily quantities					
Average daily quantities necessary to complete project on time					
Number shifts per day					
Hours per shift					
Average force on project for week					

Percentages of men employed on contract to be secured from:

.... County, ...%; .... County, ...%; .... County, ...%; .... County, ...%

	NUMBER USED AND SECURED FROM					CONTRACTOR'S KEY MEN, ETC.	TOTAL
	COUNTY	COUNTY	COUNTY	COUNTY	OTHER SOURCES		
Men							
Men and teams							
Men and trucks under 3 tons							
Men and trucks over 3 tons							
Men and tractors							

Equipment used during week: Shovels ...., Power graders ...., Rollers ...., Mixers ...., Crushing or screening plants ....,

Compressors ...., Bulldozers ...., Sheet-foot rollers ...., ..., ..., ...

	WEATHER	HRS. DELAY	CAUSE OF DELAY
Sunday			
Monday			
Tuesday			
Wednesday			
Thursday			
Friday			
Saturday			

STATE PRINTING DEPT.

RECEIVED
APR 29 1941
FOR FILING

50-A-2

April 28, 1941

Shell Oil Company
1220 S. W. Morrison St.
Portland, Oregon

Gentlemen: Attention Frank J. Hurner

This will acknowledge receipt of your letter of April 4, and advise that contract No. 2340, with the United Contract Company, for paving the Corvallis-Lincoln School Section of the Pacific Highway West, was completed April 21, 1941, but has not yet been accepted by the Commission.

Very truly yours,

OREGON STATE HIGHWAY COMMISSION

By

Secretary

DGD:RS

RECEIVED
APR 5 - 1941
STATE HIGHWAY COMMISSION

SHELL OIL COMPANY
INCORPORATED
1220 S.W. MORRISON STREET
PORTLAND, OREGON

TELEPHONE ATWATER 7321

April 4, 1941

Oregon State Highway Commission
Salem, Oregon

Gentlemen:

Re: United Contracting Company
Contract No. 2340

Please give us the completion and acceptance dates of the above mentioned job.

We are quite sure this work is finished as it was scheduled for completion last fall.

Very truly yours,

SHELL OIL COMPANY,
Incorporated

FRANK J. HURNER
Division Credit Manager

RER:GC

was closed down during winter -
open now - compl [illegible]

completed 4-21-41

RECEIVED
APR 1 1941
FOR FILING

70-A-2

April 1, 1941

The United Contracting Company
311 Stock Exchange Building
Portland, Oregon

Gentlemen:

At the meeting of the State Highway Commission held on December 18, the following action was taken on your request for extension of time:

The United Contracting Company, contract No. 2340, for grading and surfacing the Corvallis-Lincoln School Section of the Pacific Highway West, in Benton County, requested an extension of time from September 30, 1940, to June 1, 1941, within which to complete this project. They gave as their reason for failure to complete this project within the specified time limit the fact that all bids received in June were rejected, and the contract, after being readvertised, was awarded to them on July 18, 1940. The late award of this contract they said, placed the work too near the winter season, necessitating a shut-down order by the Engineer until suitable paving weather in the spring. The Engineer advised that he ordered the work closed down on December 5th, 1940. He recommended that the extension of time to June 1st, 1941, be granted subject to payment by the contractor of all engineering costs incurred by the State subsequent to the specified completion date, except that incurred during the shut-down period. A letter was presented from the Public Roads Administration concurring therein. The Commission approved the recommendation.

Very truly yours,

OREGON STATE HIGHWAY COMMISSION

By

Secretary

PO

cc Mr. F. D. Kason

R.H.Baldock

uary 26th, 1941

4

50-A-2

Cost Analysis to February 15th, 1941
Corvallis-Lincoln School Section
Pacific Highway West

Contract No. 2340
United Contracting Co., Contractors

Prefix 2-1106
S. F. Walters, Resident Engineer

Description	Cost	Quantity	Unit Cost	Unit Price	Gross Revenue
Clearing & Grubbing	$189.68	All			$850.00
*Trench Excavation	1,827.38	1,722.1 cu. yd.	$1.06	$1.05	1,808.21
Single Class Excavation	969.11	1,908.6 " "	0.51	0.45	858.87
Finish Roadbed & Slopes	273.60	0.8 Mi.	342.00	270.00	216.00
Gravel Borrow	4,942.81	9,997.8 cu. yd.	0.494	0.60	5,998.68
*12" Concrete Pipe	652.64	615 lin. ft.	1.06	1.05	645.75
*18" " "	102.15	48 " "	2.13	2.20	105.60
*24" " "	3,845.19	1,320 " "	2.91	2.80	3,696.00
*30" " "	6,256.13	1,440 " "	4.34	4.20	6,048.00
*Salvage Culvert Pipe	232.09	249 " "	0.93	0.80	199.20
*Pavement Cutting	264.42	515 " "	0.51	0.40	206.00
*Concrete Catch Basins	449.74	17 each	26.45	25.00	425.00
* " " Inlets	63.49	3 "	21.16	20.00	60.00
*Std. Concrete Manholes	169.55	2 "	84.77	82.00	164.00
*Special Concrete Manholes with Std. Covers	84.95	1 "	84.95	85.00	85.00
*Special Concrete Manholes with Plate Covers	339.79	4 "	83.69	85.00	340.00
Metal Intake Screen	50.40	168 lbs.	0.30	0.30	50.40
Salvage Rip Rap & Place	202.07	163.7 sq. yd.	1.23	4.00	654.80
*Concrete Curbs	2,515.52	131.26 cu. yd.	19.16	20.00	2,625.20
3"-0" Mat'l in Subbase	2,534.01	2,799.5 cu. yd.	0.90	0.78	2,183.61
3/4"-0" " " Base	2,223.54	924.5 " "	2.40	2.10	1,941.45
Filler	104.00	260 cu. yd.	0.40	0.40	104.00
Filler Haul	52.00	260 yd. mi.	0.20	0.20	52.00

NOTED
State Highway Engineer

Corvallis-Lincoln School Cost Analysis

Description	Cost	Quantity	Unit Cost	Unit Price	Gross Revenue
Class "B" Asphaltic Concrete	$13,859.76	2,909 tons	$4.76	$5.60	$16,290.40
*PA #1, 12" Xstr. Conc. Pipe	17.14	12 lin. ft.	1.42	1.35	16.20
Mat'l on Hand:					
Paving Aggregate	442.01	300 cu. yd.	1.47	1.26	378.00
3/4"-0" Base Mat'l.	575.35	390.5 " "	1.47	1.26	492.03
Asphalt	235.21	15 ton	15.68	13.41	201.15
	$43,484.03				$46,695.55

Gross Revenue	$46,695.55
Total Cost	43,484.03
Net Profit	$3,211.52

Net Profit Equals 6.8% of Gross Revenue

* Sublet to T. A. Dolan

Corvallis-Lincoln School

Detail of Cost

Labor:

Supervision	$1,017.00	
Labor	8,069.06	
State Industrial Insurance	454.30	
Unemployment Insurance	272.58	
Social Security	90.86	
		$9,903.80

Materials:

Asphalt	188	tons	at	$14.90	$2,801.20	
Aggregate	2,720	cu. yd.	at	1.40	3,808.00	
3/4"-0" Crushed Rock	1,315	cu. yd.	at	1.40	1,841.00	
						8,450.20

Work Performed by A. T. Dolan:

Trench Excavation	1,722.1	cu. yd.	at	$1.00	$1,722.10	
12" Concrete Pipe	615	lin. ft.	at	1.00	615.00	
18" " "	48	" "	"	2.00	96.00	
24" " "	1,320	" "	"	2.75	3,630.00	
30" " "	1,440	" "	"	4.10	5,904.00	
Salvage Culverts	249	" "	"	0.75	220.50	
Pavement Cutting	515	" "	"	0.40	206.00	
Catch Basins	17	each	"	25.00	425.00	
Catch Inlets	3	"	"	20.00	60.00	
Std. Manholes	2	"	"	80.00	160.00	
Spec. Manholes	5	"	"	80.00	400.00	
Concrete Curbs	131.26	cu. yd.	"	18.00	2,362.68	
12" XSTR Conc. Pipe	12	lin. ft.	"	1.35	16.20	
						15,817.48

Equipment Rental, Small Tools & Misc. Supplies:

Equipment Rental	$2,329.50	
Main Office Expense	2,300.00	
Hired Equipment	1,837.49	
Gas, Oil and Grease	1,538.76	
Small Tools & Misc. Supplies	411.85	
Bond	308.78	
Freight & Cartage	263.22	
Lumber	174.67	
Public Liability Insurance	148.28	
		9,312.55
Total Cost		$43,484.03

Corvallis-Lincoln School

REMARKS:

This contract was bid and awarded July 18th, 1940. Work was started July 29th, and on December 4th when all operations were suspended for the winter the contract was 85% complete. The specified date of completion was September 30th, 1940, but the contractor has made an application for an extension of time to July 1st, 1940.

The single class excavation was costly due to the small quantity and the use of a large amount of hand labor in shaping up the fill material about the curbs etc. A 3/8 cu. yd. shovel, light dump trucks, 30 h.p. tractor and dozer and a power blade were used.

The gravel borrow and 3"-0" pit run base were taken from the Durrell pit on Kiger Island, 2.3 miles southeast of the south end of the project. A 3/8 cu. yd. shovel was used for loading, and the hauling was done with 3 and 5 cu. yd. trucks. A 30 h.p. tractor and power blade were used to handle the material on the road. Some stripping of the pit was necessary. The digging was easy, and the hauling road was good. An average of 58 cu. yds. of material an hour was loaded out with the shovel.

The 3/4" - 0" base and shoulder material was purchased from a local commercial plant for $1.40 per cu. yd.

For the production of the asphaltic concrete a 1,000-lb. portable batch plant was set up at the north end of the project. Aggregates were purchased in stockpile at the plant for $1.40 per cu. yd. Material was then bulldozed to the plant when required. 5-Ton trucks were used for hauling the asphalt mix to the road, and a finishing machine and 10-ton roller were used for spreading and compaction. Production of the plant was low due mainly to unsettled weather and poor prosecution of the work. During the 17 days of operation the average daily tonnage was 171 and the maximum day's production was 293 tons.

All the concrete and pipe work was done by A. T. Dolan.

A fair profit was made on this contract to date due to good bid prices. The supervision and prosecution of the work were poor, and the main office expense of the contractor is excessive.

E. H. Clymer
Cost Analyst

By . . J. D. Nelson

RECEIVED
JAN 28 1941
FOR FILING

50-A-2

#240

January 27, 1941

United Contracting Co.
311 Stock Exchange Bldg.
Portland, Oregon

Attention: M. J. Lynch

Gentlemen:

In compliance with the request made in your letter of January 25, we are authorizing the issuance of a voucher to release down to three per cent of the contract amount, the amount being retained in connection with your contract for work on the Corvallis-Lincoln School Section. Our state laws do not permit any greater release until all work is completed.

It is still too early to fix a date on which paving operations can safely be undertaken. It is not at all probable that we will wish the work to begin earlier than March 15 or April 1.

Very truly yours,

R. H. Baldock
Chief Engineer

THE UNITED CONTRACTING COMPANY
GENERAL CONTRACTORS
311 STOCK EXCHANGE BUILDING
PORTLAND, OREGON

January 25th-1941.

Mr. R. H. Baldock,
State Highway Engineer,
Salem, Oregon

Dear Sir:-

No doubt your department are now preparing the final papers for payment to us of the retained money on our contract No. 2340--Pacific Highway West in Benton County, Corvallis-Lincoln Section. Reminding you of this, as this matter might have been overlooked in the rush of other business.

We trust the weather will be favorable soon for us to complete the contract, as we are holding considerable equipment for the handling of same.

Thank you.

Very truly yours,

M J Lynch

Secy. Treas.

RECEIVED

FOR

FEDERAL WORKS AGE
PUBLIC ROADS ADMINISTRATI

UNITED STATES DEPARTMENT OF AGRICULTURE
BUREAU OF PUBLIC ROADS
DISTRICT No. 1

POST OFFICE BUILDING
PORTLAND, OREGON

IN YOUR REPLY PLEASE
REFER TO FILE No.

Stencil No. 124
Oregon FAP 50-A (2)
Corvallis-Lincoln School Sec.
Pacific Highway West

50-A-2

January 23, 1941

Mr. R. H. Baldock
State Highway Engineer
Salem, Oregon

Dear Sir:

We are forwarding herewith, for your files, an executed copy of the ________________ project agreement and certificate for the above numbered project.

Very truly yours,

W. H. LYNCH
District Engineer

By L. J. Caufield
L. J. Caufield
Sr. Highway Engineer

Encls.

Jon

WA4pr-8925

5N

Form P. R. 2

State Oregon

Federal Aid Project No. 50-A(2)

PROJECT AGREEMENT

MEMORANDUM OF AGREEMENT made this 18th day of December, 1940

by and between The Oregon State Highway Commission, constituting

for the purpose hereof, the Highway Department of the State of Oregon hereinafter called the Highway Department, and the Federal Works Administrator, hereinafter called the Administrator, under and pursuant to the provisions of the act of Congress approved July 11, 1916 (39 Stat., 355), entitled "An Act to provide that the United States shall aid the States in the construction of rural post roads, and for other purposes," and of the act approved November 9, 1921 (42 Stat., 212), entitled "An Act to amend the Act entitled 'An Act to provide that the United States shall aid the States in the construction of rural post roads, and for other purposes,' approved July 11, 1916, as amended and supplemented, and for other purposes," and acts amendatory thereof or supplementary thereto:

Whereas the Highway Department of said State submitted on the 29th day of November, 1920, a project statement, which was approved on the 22d day of January, 1921, for the proposed construction of a project consisting of the road hereinafter described; and

Whereas the Highway Department, in accordance with the rules and regulations promulgated for the administration of the Federal Highway Act, has furnished surveys, plans, specifications, and estimates for Section A(2) of said project which were recommended for approval by the District Engineer of the Public Roads Administration on the 29th day of May 1940; and

Whereas the Administrator has certified to the Secretary of the Treasury his approval of said surveys, plans, specifications, and estimates, and the sum of thirty-nine thousand, eighty and 00/100 dollars ($39,080.00) as the share of the United States payable under said act on account of Section A(2) of said project, which does not exceed the authorized Federal pro rata share of the approved total estimated cost thereof:

Now, therefore, in consideration of the premises and of the several promises to be faithfully performed by each, as hereinafter set forth, the Highway Department and the Administrator do hereby mutually agree as follows:

FUNDS AT THE DISPOSAL OF THE HIGHWAY DEPARTMENT

ARTICLE I. Funds for the use of the Highway Department in the construction of said project have been made available in the following manner, to wit:

(*a*) By the State from Chapter 175, laws 1917; Chapter 31, laws 1920; Chapter 589, laws 1939.
(Include date and citation of act of legislature by which authorized)

(*b*) From other sources
(State how placed under direct control of Highway Department)

ROAD EMBRACED IN PROJECT

ARTICLE II. This agreement covers the following highway as described in detail in said surveys, plans, and specifications:

Between survey station 851+50 in the NW 1/4 Sec. 11, T. 12 S., R. 5 W., W. M., and survey station 893+90 at the south end of the Mary's River Bridge in the NW 1/4 Sec. 2, T. 12 S., R. 5 W., W. M.

, length 0.803 of a mile~~s,~~ in Benton County, being Section A(2) of Oregon Federal Aid project No. 50, consisting of 0.791 of a mile~~s~~ of roadway and one bridge~~s, each~~ of more than 20 feet clear span, 0.012 of a mile in length.

CHARACTER AND METHOD OF CONSTRUCTION

ARTICLE III. The Highway Department will construct or cause to be constructed to final completion said project, in strict compliance with said plans and specifications, which are made a part hereof, under its direct supervision, which shall include adequate inspection throughout the course of construction, subject at all times to inspection and approval by the Administrator or his agents, and in accordance with the laws of said State, the rules and regulations of the Administrator, and the following conditions:

(*a*) It is agreed that the construction work on the project shall be performed by contract, unless the performance thereof by force account shall be approved by the Administrator or his authorized representatives. Such construction work as may be performed by force account shall be paid for on the basis of the units of work performed at the unit prices set forth in the estimate as approved by the Administrator, except that where the total actual cost is ascertained to be less than the estimate so approved the total Federal payments shall not exceed the Federal pro rata share of such total actual cost.

UNITED STATES PRO RATA SHARE OF THE COST OF SAID PROJECT

ARTICLE IV. The United States pro rata share of the value of the labor and materials which shall be actually put into the construction of Section A(2) of said project shall not in any event exceed the sum of thirty-nine thousand, eighty and 00/100 dollars ($39,080.00), certified to the Secretary of the Treasury as above mentioned, which does not exceed the authorized Federal pro rata share of sixty-four thousand, one hundred ninety-five and 53/100 dollars ($64,195.53), the approved total estimated cost of Section A(2) of said project.

PAYMENTS

ARTICLE V. As the construction of said project progresses, the Administrator shall from time to time draw warrants on the Secretary of the Treasury for the payment to State Treasurer (Official or depository) hereby designated by the Highway Department for that purpose and authorized under the laws of said State to receive public funds of the State of Oregon (Name) of such sums as shall not, together with previous payments, exceed the United States pro rata share, as above specified, of the value, as determined by the Administrator after inspection and approval, of the labor and materials which have actually been put into said construction work in compliance with the requirements of Article III hereof.

The Administrator reserves the right to withhold such sum as he may deem necessary to insure completion of construction in compliance with said plans and specifications.

MAINTENANCE OF PROJECT

ARTICLE VI. The Highway Department will maintain said project in compliance with said acts of July 11, 1916, and November 9, 1921, out of funds which have been or will be made available therefor by said State in the manner herein set forth, to wit: Chapter 529, laws 1939. (Include reference to statute authorizing funds and probable amount annually available)

The Highway Department will use every means within its power to insure proper and permanent maintenance of said project, and to that end will provide for the constant making of needed repairs to preserve a smooth-surfaced highway.

Showing of authority of the Highway Department to execute agreements will be found in the agreement for project No. 112.

In witness whereof the parties have hereunto affixed their signatures, the Highway Department on the day and year first above written and the Administrator on the ________ day of

JAN 3 1941 ________, 19____

OREGON STATE HIGHWAY COMMISSION
(Official title of Highway Department)

By Henry F Cabell
Chairman, State Highway Commission
(Title of officer)

By ________
Member, State Highway Commission
(Title of officer)

By ________
Member, State Highway Commission
(Title of officer)

By ________
____
(Title of officer)

By ________
____
(Title of officer)

FEDERAL WORKS ADMINISTRATOR,

By ________
Acting Commissioner of Public Roads.

Form PR. 3—Revised

FEDERAL WORKS AGENCY
PUBLIC ROADS ADMINISTRATION

CERTIFICATE OF APPROVAL OF PLANS, SPECIFICATIONS, AND ESTIMATES

(Under "An Act to provide that the United States shall aid the States in the construction of rural roads, and for other purposes," approved July 11, 1916, and acts amendatory thereof and supplementary thereto.)

To

The Secretary of the Treasury, and

The State Highway Department of the State of Oregon

Pursuant to the acts above cited, I hereby certify—

First. That in accordance with the provisions of said acts, I have approved the plans, specifications, and estimates submitted by the State Highway Department of the State of Oregon for the construction of a highway designated in the records of this Agency as Federal Aid Project No. 50-A(2) State of Oregon

Second. That in accordance with said provisions I have approved the sum of $ 64,195.53 as the total estimated cost of said project, and the sum of $ 39,080.00 as the share of the United States, payable under said acts on account of such project, which does not exceed the authorized Federal pro rata share of said total estimated cost.

Done at the city of Washington, this .... day of JAN 3 1941

one thousand nine hundred and ....

Federal Works Administrator,

By H.J. O'Leary
Acting Commissioner of Public Roads.

U. S. GOVERNMENT PRINTING OFFICE 16—10120

FEDERAL WORKS AGENCY
PUBLIC ROADS ADMINISTRATION

UNITED STATES DEPARTMENT OF AGRICULTURE
(Stencil #28)
BUREAU OF PUBLIC ROADS
DISTRICT No. 1

POST OFFICE BUILDING
PORTLAND, OREGON

IN YOUR REPLY PLEASE
REFER TO FILE No. Ore. FAP 50-A (2)
Corvallis-Lincoln School Sec.
Pacific Highway West

STATE HIGHWAY COMMISSION

November 26, 1940

Mr. R. H. Baldock
State Highway Engineer
Salem, Oregon

Dear Sir:

We are forwarding herewith two copies of proposed project agreement for signature and return to this office.

Enclosed is an approved copy of the detail estimate, upon which the agreement was based, together with approved copy of specifications.

Very truly yours,

W. H. LYNCH
District Engineer

By L J Caufield
L. J. Caufield
Sr. Highway Engineer

RECEIVED
NOV 23 1940
FOR FILING

50-A-2

November 2, 1940

Mr. W. H. Lynch
District Engineer
Public Roads Administration
P. O. Box 3900
Portland, Oregon

Dear Sir:

Herewith are enclosed seven copies of estimate as basis for project agreement for the Corvallis-Lincoln School Section, Project No. FA 50-A (2).

Very truly yours,

R. H. BALDOCK
Chief Engineer

By

S. H. Probert
Office Engineer

Dict. by J. W. Nash/ER

Encl.

Oregon State Highway Department Federal Aid Project No. 50-A (2)

CORVALLIS-LINCOLN SCHOOL SECTION
OF THE PACIFIC HIGHWAY WEST IN BENTON COUNTY

(Estimate as basis for project agreement. Based on low bid prices.)

Salem, Oregon, September 27, 1940

44' Roadway (Sta. 951+50 to 964+19.5) (Sta. 964+83.5 to 991+00)

All Required		Clearing and Grubbing		$ 764.00
1,685	cu. yds.	Trench Excavation	$ 1.05	1,769.25
2,860	cu. yds.	Excavation, Single Classif.	.45	1,287.00
100	yd. mi.	Truck Haul	.20	20.00
0.73	mile	Finishing Roadbed and Slopes	270.00	197.10
7,320	cu. yds.	Gravel Borrow	.60	4,392.00
500	lin. ft.	12" Concrete Pipe	1.05	525.00
70	lin. ft.	18" Concrete Pipe	2.20	154.00
20	lin. ft.	18" Extra Strength Concrete Pipe	2.50	50.00
1,350	lin. ft.	24" Concrete Pipe	2.80	3,780.00
1,340	lin. ft.	30" Concrete Pipe	4.20	5,628.00
439	lin. ft.	Salvaging Culvert Pipe	.80	351.20
345	lin. ft.	Pavement Cutting	.40	138.00
18	only	Concrete Catch Basins	25.00	450.00
1	only	Concrete Catch Inlets	20.00	20.00
1	only	Standard Concrete Manholes	82.00	82.00
1	only	Special Manholes with Standard Cover	85.00	85.00
4	only	Special Manholes with Plate Cover	85.00	340.00
139	lbs.	Metal Intake Screens	.30	41.70
70	sq. yds.	Salvaging Riprap and Placing Rock Slopes	4.00	280.00
95	cu. yds.	Concrete Curbs	20.00	1,900.00
2,580	cu. yds.	3" - 0" Material in Subbase	.78	2,012.40
1,210	cu. yds.	3/4" - 0" Material in Base and Shoulders	2.10	2,541.00
270	cu. yds.	Filler	.40	108.00
270	yd. mi.	Hauling Filler	.20	54.00
47	M-gal.	Sprinkling	2.50	117.50
2,801	tons	Class "B" Asphaltic Concrete	5.60	15,685.60
999	tons	Cutback Asphalt Wearing Surface	5.60	5,594.40
75	cu. yds.	Mineral Aggregate in Place	3.75	281.25
8	tons	Asphalt or Tar in Place	40.00	320.00
			Subtotal	$ 48,968.40
			10% Engr. & Cont.	4,896.84
			Total	$ 53,865.24

Length	0.736 mile
Cost per mile	$ 73,186.46

30' Roadway (Sta. 891+00 to 893+90)

All Required		Clearing and Grubbing		$ 57.00
10	cu. yds.	Excavation, Single Classif.	$ .45	4.50
.04	mile	Finishing Roadbed and Slopes	270.00	10.80
1,050	cu. yds.	Gravel Borrow	.60	630.00
180	lin. ft.	Pavement Cutting	.40	72.00
15	cu. yds.	Concrete Curbs	20.00	300.00
130	cu. yds.	3" - 0" Material in Subbase	.78	101.40
60	cu. yds.	3/4" - 0" Material in Base and Shoulders	2.10	126.00
20	cu. yds.	Filler	.40	8.00
20	yd. mi.	Hauling Filler	.20	4.00
2	M-gal.	Sprinkling	2.50	5.00
124	tons	Class "B" Asphaltic Concrete	5.60	694.40
34	tons	Cutback Asphalt Wearing Surface	5.60	190.40
5	cu. yds.	Mineral Aggregate in Place	3.75	18.75
1	ton	Asphalt or Tar in Place	40.00	40.00
			Subtotal	$ 2,262.25
			10% Engr. & Cont.	226.22
			Total	$ 2,488.47

Length .055 mile
Cost per mile $ 45,244.90

Fischers Mill Race Bridge (Sta. 864+19.5 to 864+83.5)
Roadway Contract

21	tons	Class "B" Asphaltic Concrete	$ 5.60	$ 117.60
10	tons	Cutback Asphalt Wearing Surface	5.60	56.00
				$ 173.60

Structure Contract

All Required		Preparation of Existing Bridge and Maintain Traffic		$ 450.00
All Required		Shoring, Cribbing, etc.		525.00
65	cu. yds.	Structural Excavation	$ 3.00	195.00
5	cu. yds.	Structural Excavation Below Plans	5.00	25.00
16	only	Deliver and Drive Piling	27.50	440.00
135	cu. yds.	Class "A" Concrete	21.50	2,902.50
28,000	lbs.	Metal Reinforcement	.0525	1,470.00
145	lin. ft.	Metal Handrail	5.65	819.25
				$ 6,826.75
			Subtotal	$ 7,000.35
			10% Engr. & Cont.	700.03
			Total	7,700.38

Length .012 mile

RECEIVED
SEP 28 1940
FOR FILING

September 27, 1940

Mr. M. J. Lynch
Secretary--Treasurer
THE UNITED CONTRACTING COMPANY
311 Stock Exchange Building
Portland, Oregon

Dear Sir:

This will acknowledge receipt of your letter of September 25 and advise that we do not have a form upon which to make requests for extensions of time. If you will just write us a letter explaining your reasons for overrun of time limit and requesting an extension, with your surety's approval either on the bottom of your letter or in a separate letter, we will be pleased to take the request under consideration.

Yours very truly,

STATE HIGHWAY COMMISSION
By

Secretary

DGD:MBL

THE UNITED CONTRACTING COMPANY
GENERAL CONTRACTORS
811 STOCK EXCHANGE BUILDING
PORTLAND, OREGON

Sept. 25th-1940.

RECEIVED
SEP 26 1940
OREGON
STATE HIGHWAY COMMISSION

Mr. R. H. Baldock,
State Highway Engineer,
Salem, Oregon

Dear Sir:-

Our contract with the State Highway Department for the improvement of Pacific Highway West in Benton County, Corvallis-Lincoln School Section, provides for the completion of same on or before September 30th. The contract was signed on July 18th by us, which leaves us a limited time to complete the work. We cannot complete the work by that date so will request for an extension of time. Do you have forms for this request, or do you wish us to make up our own form and have same approved by the bonding company.

Thank you.

Very truly yours,

M J Lynch

Secy. Treas.

MJL/L

RECEIVED
AUG 10 1940
FOR FILING

51-B-2

August 9, 1940

American Surety Company of New York
Owen D. West, Agent
725 Yeon Building
Portland, Oregon

Gentlemen:

We are forwarding to you today, by express, a fully executed copy of Contract No. 2340 which was awarded to The United Contracting Company on July 18, 1940, for 0.80 mile grading and paving on the Corvallis-Lincoln School Section of the Pacific Highway West, in Benton County.

This is being forwarded to you inasmuch as you appear surety on the bond furnished in connection with this contract and is for your records and files.

Very truly yours,

STATE HIGHWAY COMMISSION

By

Secretary

DD:AM

RECEIVED
JUL 22 1940
FOR FILING

50-A-2

~~#~~2340

July 20, 1940

THE UNITED CONTRACTING COMPANY
311 Stock Exchange Building
Portland, Oregon

Gentlemen:

We are sending you today by express four copies of Contract No. 2340 which was awarded to you by the State Highway Commission on July 18, 1940, covering the grading and paving of the Corvallis-Lincoln School Section of the Pacific Highway West, in Benton County.

Kindly execute all four copies of this contract as to agreement and bond and return them to this office for approval by the State Highway Commission. When this has been done a fully executed copy will be returned to you for your records and files. We will also send an executed copy to the surety on your bond.

Your special attention is called to the paragraph under Section 5 (page 14) of the printed General Provisions, relating to the Workmen's Compensation Act. You will be expected to accept the terms of this Act and to carry on your work under this contract in strict conformance thereto.

Very truly yours,

STATE HIGHWAY COMMISSION
By

Secretary

MBL

RECEIVED
JUL 22 1940
FOR FILING

50-A-2
23..

July 19, 1940

The United Contracting Company
311 Stock Exchange Building
Portland, Oregon

Gentlemen:

The State Highway Commission on July 18, 1940, awarded you the contract for 0.80 mile grading and paving on the Corvallis-Lincoln School Section of the Pacific Highway West, in Benton County. This award was based on your low bid of $52,791.00 submitted on that date.

Contract forms will be sent to you for execution within the next few days.

Very truly yours,

OREGON STATE HIGHWAY COMMISSION

BY

Secretary

AH

cc - Mr. S. H. Probert
Mr. G. S. Paxson

RECEIVED
OCT 1940
FOR FILING

51-A-2

FEDERAL WORKS AGENCY
PUBLIC ROADS ADMINISTRATION
DISTRICT ONE

MONTANA
OREGON
WASHINGTON

POST OFFICE BUILDING
PORTLAND, OREGON

July 18, 1940

Mr. R. H. Baldock
State Highway Engineer
Salem, Oregon

Dear Sir:

This is to confirm our verbal concurrence in award of contract, as of this date, for Oregon Federal Aid Project No. 50-A (2), Corvallis-Lincoln School Section of the Pacific Highway West, to United Contracting Co., Portland, Oregon, who submitted the low bid.

Very truly yours,

W H Lynch
W. H. LYNCH
District Engineer

Tros

June 24, 1940

Mr. W. H. Lynch
District Engineer
Public Roads Administration
P. O. Box 3900
Portland, Oregon

Dear Sir:

We are enclosing herewith five copies of special provision pages numbers 1, 40 and 41, for the Corvallis-Lincoln School Section, Project No. FA 50-A (2).

These pages have been revised by changing the date of receiving bids and by elimination of the specification concerning the combination bidding of this project with the Fishers Mill race Bridge.

The qualification sheet in the bid proposals which you have should be removed.

Very truly yours,

R. H. BALDOCK
State Highway Engineer

By

S. H. Probert
Office Engineer

Dist. by J. W. Nash/ER

Encl.

FEDERAL WORKS AGENCY
PUBLIC ROADS ADMINISTRATION
DISTRICT ONE

MONTANA
OREGON
WASHINGTON

POST OFFICE BUILDING
PORTLAND, OREGON

FA 50-A-2

June 13, 1940

Mr. R. H. Baldock
State Highway Engineer
Salem, Oregon

Dear Sir:

This is to confirm our verbal concurrence in award of contract, as of this date, for Oregon Federal Aid Project No. FAP 50-A (2), Corvallis-Lincoln School Section of Pacific Highway West, to Averill & Corbin, Portland, Oregon, who submitted the low bid.

Very truly yours,

W H Lynch
W. H. LYNCH
District Engineer

Tron

FORM 5-A-1 6M 4-39

COMMISSIONERS
HENRY F. CABELL, CHAIRMAN, PORTLAND
E. B. ALDRICH, PENDLETON
HURON W. CLOUGH, CANYONVILLE

H. B. GLAISYER, SECRETARY

R. H. BALDOCK
STATE HIGHWAY ENGINEER
SALEM

C. B. McCULLOUGH
ASSISTANT HIGHWAY ENGINEER
SALEM

OREGON STATE HIGHWAY COMMISSION
SALEM

RECEIVED
JUN 24 1940
FOR FILING

June 12, 1940

IN REPLY PLEASE REFER TO FILE NO.
50-A-2

Mr. W. H. Lynch
District Engineer
Public Roads Administration
Post Office Box 3900
Portland, Oregon

Dear Sir:

Please be advised that all necessary right of way has been acquired for the Corvallis-Lincoln School Section, Project No. FA 50-~~B~~ (2).
A

Very truly yours,

R. H. BALDOCK
State Highway Engineer

By

S. H. Probert
Office Engineer

Dict. by J. W. Nash/GS

Ion

June 10, 1940

Mr. W. H. Lynch
District Engineer
Public Roads Administration
Post Office Box 3900
Portland, Oregon

Dear Sir:

We are enclosing herewith five copies of special provision pages numbers 9 and 10 for the Corvallis-Lincoln School Section, Project No. FA 50-A (2).

These pages contain a revised specification under the subhead "Joints in Pipe."

Very truly yours,

R. H. BALDOCK
State Highway Engineer

By

S. H. Probert
Office Engineer

Dict. by J. W. Nash/GS

Encl.

FEDERAL WORKS AGENCY
PUBLIC ROADS ADMINISTRATION
DISTRICT ONE

MONTANA
OREGON
WASHINGTON

POST OFFICE BUILDING
PORTLAND, OREGON

May 29, 1940

Mr. R. H. Baldock
State Highway Engineer
Salem, Oregon

Dear Sir:

P.S.& E. documents for Oregon Federal Aid Project no. 50-A (2), the Corvallis-Lincoln School Section, Pacific Highway West, have today been recommended for approval, subject to final review and approval by the Commissioner of Public Roads. This is your authority to advertise for bids.

Award of contract will be withheld pending receipt of certificate that all right of way has been secured.

Very truly yours,

W. H. LYNCH
District Engineer

By LJCaufield
L. J. Caufield
Sr. Highway Engineer

FA 50-A-2

May 28, 1940

Mr. W. H. Lynch
District Engineer
Public Roads Administration
Post Office Box 3900
Portland, Oregon

Dear Sir:

With reference to the grade crossing at Station 882+62 of the Mary's River-Lincoln School Section, Project 50-A (2), this will advise that the track crossed is a Southern Pacific spur track giving service to a flour mill and some other small industries. The average train movement is three per day.

Reflectorized advance warning signs are already in place at the crossing. We will arrange to have reflectorized cross-buck signs installed before the paving project is completed.

Very truly yours,

R. H. BALDOCK
State Highway Engineer

By

S. H. Probert
Office Engineer

SHP:ME

May 27, 1940

Mr. W. H. Lynch
District Engineer
Public Roads Administration
P. O. Box 3900
Portland, Oregon

Dear Sir:

Herewith are enclosed seven copies of estimate and three copies of right of way statement for the Corvallis-Lincoln School Section, Project No. FA 50-A(2).

Five bid proposals and five sets of blueprint plans are being sent under separate cover.

Very truly yours,

R. H. BALDOCK
State Highway Engineer

By

S. H. Probert
Office Engineer

Dict. by J. W. Nash/PO

Encl.

Oregon State Highway Department Federal Aid Project No. 50-A (2)

CORVALLIS-LINCOLN SCHOOL SECTION

OF THE PACIFIC HIGHWAY WEST IN BENTON COUNTY

(Estimate to accompany plans and specifications. Not as basis for project agreement.)

Salem, Oregon, May 25, 1940

44' Roadway (Sta. 851+50 to 864+19.5) (Sta. 864+23.5 to 891+00)

All Required		Clearing and Grubbing		$ 200.00
1,685	cu. yds.	Trench Excavation	$ 1.00	1,685.00
2,860	cu. yds.	Excavation, Single Classif.	.25	715.00
100	yd. mi.	Truck Haul	.15	15.00
0.73	mile	Finishing Roadbed and Slopes	200.00	146.00
7,320	cu. yds.	Gravel Borrow	.40	2,928.00
500	lin. ft.	12" Concrete Pipe	1.00	500.00
70	lin. ft.	18" Concrete Pipe	2.00	140.00
20	lin. ft.	18" Extra Strength Concrete Pipe	2.50	50.00
1,350	lin. ft.	24" Concrete Pipe	3.00	4,050.00
1,340	lin. ft.	30" Concrete Pipe	4.00	5,360.00
439	lin. ft.	Salvaging Culvert Pipe	.70	307.30
345	lin. ft.	Pavement Cutting	.40	138.00
18	only	Concrete Catch Basins	25.00	450.00
1	only	Concrete Catch Inlets	20.00	20.00
1	only	Standard Concrete Manholes	75.00	75.00
1	only	Special Manholes With Standard Cover	100.00	100.00
4	only	Special Manholes With Plate Covers	100.00	400.00
139	lbs.	Metal Intake Screens	.20	27.80
70	sq. yds.	Salvaging Riprap and Placing Rock Slopes	2.00	140.00
95	cu. yds.	Concrete Curbs	20.00	1,900.00
2,580	cu. yds.	3" - 0" Material in Subbase	1.50	3,870.00
1,210	cu. yds.	3/4" - 0" Material in Base and Shoulders	1.50	1,815.00
270	cu. yds.	Filler	.40	108.00
270	yd. miles	Hauling Filler	.15	40.50
47	M-gals.	Sprinkling	1.50	70.50
2,801	tons	Class "B" Asphaltic Concrete	5.50	15,405.50
999	tons	Cutback Asphalt Wearing Surface	5.50	5,494.50
75	cu. yds.	Mineral Aggregate in Place	4.00	300.00
8	tons	Asphalt or Tar in Place	30.00	240.00
			Subtotal	$ 46,691.10
			10% Engr. & Cont.	4,669.11
			Total	$ 51,360.21

Length	0.736 Mile
Cost per mile	$ 69,782.89

30' Roadway (Sta. 891+00 to 893+90)

All Required		Clearing and Grubbing		$ 10.00
10	cu. yds.	Excavation, Single Classif.	$ 1.00	10.00
.04	mile	Finishing Roadbed and Slopes	200.00	8.00
1,050	cu. yds.	Gravel Borrow	.40	420.00
180	lin. ft.	Pavement Cutting	.40	72.00
15	cu. yds.	Concrete Curbs	20.00	300.00
130	cu. yds.	3" - 0" Material in Subbase	1.50	195.00
60	cu. yds.	3/4" - 0" Material in Base and Shoulders	1.50	90.00
20	cu. yds.	Filler	.40	8.00
20	yd. mi.	Hauling Filler	.15	3.00
2	M-gals.	Sprinkling	1.50	3.00
124	tons	Class "B" Asphaltic Concrete	5.50	682.00
34	tons	Cutback Asphalt Wearing Surface	5.50	187.00
5	cu. yds.	Mineral Aggregate in Place	4.00	20.00
1	ton	Asphalt or Tar in Place	30.00	30.00
			Subtotal	$ 2,038.00
			10% Engr. & Cont.	203.80
			Total	$ 2,241.80

Length	.055 mile
Cost per mile	$ 40,760.00

Fischers Mill Race Bridge (Sta. 864+19.5 to 864+83.5)

Roadway Contract

21	tons	Class "B" Asphaltic Concrete	$ 5.50	$ 115.50
10	tons	Cutback Asphalt Wearing Surface	5.50	55.00
				$ 170.50

Structure Contract

All Required		Preparation of Existing Bridge and Maintain Traffic		$ 500.00
All Required		Shoring, Cribbing, etc.		400.00
65	cu. yds.	Structural Excavation	$ 3.00	195.00
5	cu. yds.	Structural Excavation Below Plans	5.00	25.00
16	only	Deliver and Drive Piling	25.00	400.00
135	cu. yds.	Class "A" Concrete	22.00	2,970.00
28,000	lbs.	Metal Reinforcement	.05	1,400.00
145	lin. ft.	Metal Handrail	5.00	725.00
				$ 6,615.00
			Subtotal	$ 6,785.50
			10% Engr. & Cont.	678.55
			Total	$ 7,464.05

Length .012 mile

SUMMARY OF FUNDS REQUESTED

Item	Total Cost	Federal Aid Funds	State Funds
44' Roadway	$ 51,360.21	$ 31,330.00	$ 20,030.21
30' Roadway	2,241.80	1,367.00	874.80
Structure	7,464.05	4,553.00	2,911.05
	$ 61,066.06	$ 37,250.00	$ 23,816.06

NON-PARTICIPATING ITEMS

Treated Piling from State-owned Stock

272 lin. ft.	Treated Piling	$ .52	$ 141.44

Total Cost of Project, All Work	$ 61,207.50

CORVALLIS-LINCOLN SCHOOL SECTION

PROJECT NO. FA 50-A (2)

While negotiations for right of way are in progress, some thirteen parcels have not been acquired, nor has the right to occupy and use same been secured, but it is now believed that all necessary right of way can be made fully available within sixteen days.

R. H. BALDOCK
State Highway Engineer

By

S. H. Probert
Office Engineer

May 25, 1940

CONTRACT# [redacted] 2341

FA 13-C-1 Canyon Cr. Bridge, John Day, 1940
John Day Hwy.
#2341

RECEIVED
MAR 26 1941
FOR FILING

13-4-1

March 25, 1941

Mr. Wm. Zickler

John Day, Oregon

Dear Sir:

At the meeting of the State Highway Commission held on December 3, 1940, the following action was taken on your request for extension of time:

William Zickler, Contract No. 2341, for the construction of a bridge over Canyon Creek, on the John Day Highway, in the town of John Day, requested an extension of time of 30 days, from October 31 to November 30, 1940, within which to complete this job. He gave no reason for failure to complete the project within the specified time limit. The Engineer advised that the quantities on this job were increased somewhat over the original estimate and, in his estimation, the contractor is entitled to a 7-day extension of time without penalty on this account. He recommended the granting of the extension of time for 7 days without penalty. Also, that the Commission grant the balance of the extension requested, to November 30, 1940, with the understanding the condition that the contractor be charged for the extra engineering expense incurred by the State subsequent to such 7-day period. A letter was presented from the Public Roads Administration concurring therein. The Commission approved the recommendation.

Very truly yours,

OREGON STATE HIGHWAY COMMISSION

By

Secretary

PO

cc Mr. W. C. Williams
La Grande, Oregon

9

FORM E-30 REVISED 25M 9-40

P 13-2-1

OREGON STATE HIGHWAY COMMISSION

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
December 11, 1940

Subject:

To: Mr. H. B. Glaisyer
Secretary
Office

Dear Sir:

For your information, William Zickler completed work on Contract No. 2341, Canyon Creek Bridge on the John Day Highway in Grant County, on December 7, 1940. Will you please secure authority from the Commission to pay the final estimate on this job.

Yours very truly,

G. S. Paxson
Bridge Engineer

By W A Reeves
W. A. Reeves
Bridge Office Engineer

CAG:TH
cc: C. A. Gardner

[illegible] BY HIGHWAY COMMISS[illegible]
DATE January 10, 1941
Secretary

FEDERAL WORKS AGENCY
PUBLIC ROADS ADMINISTRATION

RECEIVED
JAN
FOR FILING

JAN 20 1941

UNITED STATES DEPARTMENT OF AGRICULTURE
BUREAU OF PUBLIC ROADS
DISTRICT No. 1

POST OFFICE BUILDING
PORTLAND, OREGON

IN YOUR REPLY PLEASE REFER TO FILE No. Stencil No. 124
Ore. FAP 13-C (1)
John Day Section
John Day Highway

FA-13-C-1

January 18, 1941

Mr. R. H. Baldock
State Highway Engineer
Salem, Oregon

Dear Sir:

We are forwarding herewith, for your files, an executed copy of the ________________ project agreement and certificate for the above numbered project.

Very truly yours,

W. H. LYNCH
District Engineer

By T. M. Davis
T. M. Davis
Sr. Highway Engineer

Encls.

Tom

Way pr-8851

Form P.R. 2

State Oregon

Federal Aid Project No. 13-C(1)

PROJECT AGREEMENT

MEMORANDUM OF AGREEMENT made this 18th day of December, 1940

by and between The Oregon State Highway Commission

, constituting

for the purpose hereof, the Highway Department of the State of Oregon hereinafter called the Highway Department, and the Federal Works Administrator, hereinafter called the Administrator, under and pursuant to the provisions of the act of Congress approved July 11, 1916 (39 Stat., 355), entitled "An Act to provide that the United States shall aid the States in the construction of rural post roads, and for other purposes," and of the act approved November 9, 1921 (42 Stat., 212), entitled "An Act to amend the Act entitled 'An Act to provide that the United States shall aid the States in the construction of rural post roads, and for other purposes,' approved July 11, 1916, as amended and supplemented, and for other purposes," and acts amendatory thereof or supplementary thereto:

Whereas the Highway Department of said State submitted on the 25th day of February, 1938, a revised project statement, which was approved on the 10th day of March, 1938, for the proposed construction of a project consisting of the road hereinafter described; and

Whereas the Highway Department, in accordance with the rules and regulations promulgated for the administration of the Federal Highway Act, has furnished surveys, plans, specifications, and estimates for Section C (1) of said project which were recommended for approval by the District Engineer of the Public Roads Administration on the 31 day of July 1940; and

Whereas the Administrator has certified to the Secretary of the Treasury his approval of said surveys, plans, specifications, and estimates, and the sum of five thousand, nine hundred seventy and 00/100 dollars ($5,970.00) as the share of the United States payable under said act on account of Section C (1) of said project, which does not exceed the authorized Federal pro rata share of the approved total estimated cost thereof:

Now, therefore, in consideration of the premises and of the several promises to be faithfully performed by each, as hereinafter set forth, the Highway Department and the Administrator do hereby mutually agree as follows:

10—11370

D

DeSart

FUNDS AT THE DISPOSAL OF THE HIGHWAY DEPARTMENT

ARTICLE I. Funds for the use of the Highway Department in the construction of said project have been made available in the following manner, to wit:

(*a*) By the State Chap. 175, laws 1917; Chap. 31, laws 1920; Chap. 529, laws 1939.
(Include date and citation of act of legislature by which authorized)

(*b*) From other sources
(State how placed under direct control of Highway Department)

ROAD EMBRACED IN PROJECT

ARTICLE II. This agreement covers the following highway as described in detail in said surveys, plans, and specifications:

Between survey station 12+10 and survey station 12+50, all in the NW ¼, Section 26, T. 13 S., R. 31 E., W.M.

, length 0.008 of a mile~~s~~, in Grant County, being Section C (1) of Oregon Federal Aid project No. 13, consisting of no miles of roadway and 1 bridge of more than 20 feet clear span, 0.008 of a mile in length.

16—11370 GPO

D. G. DeSart

CHARACTER AND METHOD OF CONSTRUCTION

ARTICLE III. The Highway Department will construct or cause to be constructed to final completion said project, in strict compliance with said plans and specifications, which are made a part hereof, under its direct supervision, which shall include adequate inspection throughout the course of construction, subject at all times to inspection and approval by the Administrator or his agents, and in accordance with the laws of said State, the rules and regulations of the Administrator, and the following conditions:

(*a*) It is agreed that the construction work on the project shall be performed by contract, unless the performance thereof by force account shall be approved by the Administrator or his authorized representatives. Such construction work as may be performed by force account shall be paid for on the basis of the units of work performed at the unit prices set forth in the estimate as approved by the Administrator, except that where the total actual cost is ascertained to be less than the estimate so approved the total Federal payments shall not exceed the Federal pro rata share of such total actual cost.

D. G. DeSart

UNITED STATES PRO RATA SHARE OF THE COST OF SAID PROJECT

ARTICLE IV. The United States pro rata share of the value of the labor and materials which shall be actually put into the construction of Section C (1) of said project shall not in any event exceed the sum of five thousand, nine hundred seventy and 00/100 dollars ($5,970.00), certified to the Secretary of the Treasury as above mentioned, which does not exceed the authorized Federal pro rata share of nine thousand, seven hundred seventy-six and 80/100 dollars ($9,776.80), the approved total estimated cost of Section C (1) of said project.

PAYMENTS

ARTICLE V. As the construction of said project progresses, the Administrator shall from time to time draw warrants on the Secretary of the Treasury for the payment to The State Treasurer (Official or depository) hereby designated by the Highway Department for that purpose and authorized under the laws of said State to receive public funds of the State of Oregon (Name) of such sums as shall not, together with previous payments, exceed the United States pro rata share, as above specified, of the value, as determined by the Administrator after inspection and approval, of the labor and materials which have actually been put into said construction work in compliance with the requirements of Article III hereof.

The Administrator reserves the right to withhold such sum as he may deem necessary to insure completion of construction in compliance with said plans and specifications.

MAINTENANCE OF PROJECT

ARTICLE VI. The Highway Department will maintain said project in compliance with said acts of July 11, 1916, and November 9, 1921, out of funds which have been or will be made available therefor by said State in the manner herein set forth, to wit: (Include reference to statute authorizing funds and probable amount annually available)

Chap. 529, laws 1939.

The Highway Department will use every means within its power to insure proper and permanent maintenance of said project, and to that end will provide for the constant making of needed repairs to preserve a smooth-surfaced highway.

Showing of authority of the Highway Department to execute agreements will be found in the agreement for project No. 112.

In witness whereof the parties have hereunto affixed their signatures, the Highway Department on the day and year first above written and the Administrator on the .... day of JAN 7 1941, 19.....

OREGON STATE HIGHWAY COMMISSION
(Official title of Highway Department)

By Henry F Cabell
Chairman, State Highway Commission
(Title of officer)

By
Member, State Highway Commission
(Title of officer)

By ....
Member, State Highway Commission
(Title of officer)

By ....
....
(Title of officer)

By ....
....
(Title of officer)

FEDERAL WORKS ADMINISTRATOR,

By H. J. O'Leary
Acting Commissioner of Public Roads.

H. G. DeSart

Form PR. 3—Revised

FEDERAL WORKS AGENCY
PUBLIC ROADS ADMINISTRATION

CERTIFICATE OF APPROVAL OF PLANS, SPECIFICATIONS, AND ESTIMATES

(Under "An Act to provide that the United States shall aid the States in the construction of rural roads, and for other purposes," approved July 11, 1916, and acts amendatory thereof and supplementary thereto.)

To

The Secretary of the Treasury, and

The State Highway Department of the State of Oregon

Pursuant to the acts above cited, I hereby certify—

First. That in accordance with the provisions of said acts, I have approved the plans, specifications, and estimates submitted by the State Highway Department of the State of Oregon for the construction of a highway designated in the records of this Agency as Federal Aid Project No. 13-C(1) State of Oregon

Second. That in accordance with said provisions I have approved the sum of $ 9,776.80 as the total estimated cost of said project, and the sum of $ 5,970.00 as the share of the United States, payable under said acts on account of such project, which does not exceed the authorized Federal pro rata share of said total estimated cost.

Done at the city of Washington, this ____ day of JAN 7 1941 one thousand nine hundred and ____

Federal Works Administrator,

By H. J. O'Leary
Acting Commissioner of Public Roads.

U. S. GOVERNMENT PRINTING OFFICE 16—10120

RECEIVED
JAN 2 [illegible]
FOR FILING

January 17, 1941

Great American Indemnity Company
Harvey Wells-Reed Insurance Agency
Failing Building
Portland, Oregon

Gentlemen:

You are hereby notified that State Highway contract No. 2341, covering the Canyon Creek Bridge Section on the John Day Highway in Grant County, has been completed by the contractor, William Zickler, and that final settlement will be made by the state with said contractor, for work done under said contract, on or after January 27, 1941.

The state is not advised of any unpaid claims for labor or materials, or of the existence of any claims, debts, dues, or demands incurred in the performance of such work and remaining unsatisfied, and you are advised that the state assumes no responsibility for any such claims should there be any.

This notice is served upon you since you appear as surety on the bond furnished by the above contractor. Kindly acknowledge receipt of this letter.

For your information we wish to advise that the total amount paid the contractor in connection with this contract will be $9,138.59, including final payment, and that no force account work was performed therein. This contract was completed on December 7, 1940 and accepted by the Commission on January 10, 1941.

Yours very truly,

OREGON STATE HIGHWAY COMMISSION

By

Secretary

RS

NOTED
D. G. DeSart

RECEIVED
DEC 28 1940

FEDERAL WORKS AGENCY
PUBLIC ROADS ADMINISTRATION

13-C-1

UNITED STATES DEPARTMENT OF AGRICULTURE
BUREAU OF PUBLIC ROADS
DISTRICT No. 1

Stencil No. 3.

POST OFFICE BUILDING
PORTLAND, OREGON

IN YOUR REPLY PLEASE
REFER TO FILE No.

December 23, 1940

Mr. R. H. Baldock
State Highway Engineer
Salem, Oregon

Dear Sir:

Final inspection of Oregon Federal Aid Project No. FAP 13-C (1), the Canyon Creek Bridge Section of the John Day Highway, was made by a representative of this office on December 12, 1940. Prompt submission of the final voucher will be appreciated.

Very truly yours,

W. H. LYNCH
District Engineer

By LJCaufield
L. J. Caufield
Sr. Highway Engineer

Tro

UNITED STATES DEPARTMENT OF AGRICULTURE
BUREAU OF PUBLIC ROADS
DISTRICT No. 1

FEDERAL WORKS AGENCY
PUBLIC ROADS ADMINISTRATION

(Stencil #28)

POST OFFICE BUILDING
PORTLAND, OREGON

IN YOUR REPLY PLEASE
REFER TO FILE No. Oregon FAP 13-C (1)
Canyon Creek Bridge
John Day Highway

December 6, 1940

Mr. R. H. Baldock
State Highway Engineer
Salem, Oregon

Dear Sir:

We are forwarding herewith two copies of proposed project agreement for signature and return to this office.

Enclosed is an approved copy of the detail estimate, upon which the agreement was based, together with approved copy of specifications.

Very truly yours,

W. H. LYNCH
District Engineer

By L Caufield
L. J. Caufield
Sr. Highway Engineer

RECEIVED
NOV 25 1940
FOR FILING

FA 13-C-1

November 9, 1940

Mr. W. H. Lynch
District Engineer
Public Roads Administration
P. O. Box 3900
Portland, Oregon

Dear Sir:

Herewith are enclosed seven copies of estimate as basis for project agreement for the Canyon Creek Bridge, Project No. FA 13-C (1).

Very truly yours,

R. H. BALDOCK
Chief Engineer

By

S. H. Probert
Office Engineer

Dict. by J. W. Nash/ER

Encl.

Oregon State Highway Department   Federal Aid Project No. 13-C (1)

CANYON CREEK BRIDGE ON THE
JOHN DAY HIGHWAY IN GRANT COUNTY

(Estimate as basis for project agreement. Based on low bid prices.)

Salem, Oregon, November 1, 1940

440	cu. yds.	Structural Excavation	$ 2.00	$ 880.00
25	cu. yds.	Structural Excavation Below Plans	4.00	100.00
All Required		Shoring, Cribbing, etc.		250.00
230	cu. yds.	Class "A" Concrete	22.00	5,060.00
32,000	lbs.	Metal Reinforcement	.055	1,760.00
152	lin. ft.	Metal Handrail	5.00	760.00
All Required		Removal of Old Bridge		78.00
		Subtotal		$ 8,888.00
		10% Engr. & Cont.		888.80
		Total		$ 9,776.80
		Length	.008 mile	

Federal Aid Funds- -	$ 5,970.00
State Funds- -	3,806.80
	$ 9,776.80

State Funds for Construction: Chap. 175, laws 1917; Chap. 31, laws 1920;
Chap. 529, laws 1939
State Funds for Maintenance: Chap. 529, laws 1939

RECEIVED
AUG 10 1940
FOR FILING

13-C-1

August 9, 1940

Mr. William Zickler
John Day, Oregon

Dear Sir:

We are forwarding to you today, by express, a fully executed copy of Contract No. 2341 which was awarded to you on July 18, 1940, for construction of a bridge over Canyon Creek in John Day, Grant County. This is for your records and files.

Very truly yours,

STATE HIGHWAY COMMISSION

By

DD:AM Secretary

RECEIVED
JUL 22 1940
FOR FILING

13-9-1

July 20, 1940

Mr. William Zickler
John Day, Oregon

Dear Sir:

We are sending to you today, by parcel post, four copies of Contract No. 2341 which was awarded to you by the State Highway Commission on July 18, 1940, for construction of a bridge over Canyon Creek in the city of John Day, Grant County.

Will you kindly execute all four copies of this contract as to agreement and bond and return them to this office for approval by the Highway Commission. When this is done a fully executed copy will be returned to you for your records and files. We will also send an executed copy to the surety on your bond.

Your special attention is called to the provision under Section 7, page 13, of the General Provisions, relating to the Workmen's Compensation Act. You are expected to accept the terms of this Act and to carry on your work in strict conformance thereto.

Very truly yours,

STATE HIGHWAY COMMISSION

By

Secretary

DD:AM

RECEIVED
JUL 22 1940
FOR FILING

13-C-1

July 20, 1940

Mr. William Zickler
John Day, Oregon

Dear Sir:

The State Highway Commission on July 18, 1940, awarded you the contract for construction of a 40-foot concrete bridge over Canyon Creek on the John Day Section of the John Day Highway, in Grant County. This award was based on your low bid of $8,888.00 submitted on that date.

Contract forms will be sent to you for execution within the next few days.

Very truly yours,

STATE HIGHWAY COMMISSION

By

Secretary

AH

cc - Mr. S. H. Probert
Mr. G. S. Paxson

RECEIVED
OCT 9 1940
FOR FILING

13-C-1

FEDERAL WORKS AGENCY
PUBLIC ROADS ADMINISTRATION
DISTRICT ONE

MONTANA
OREGON
WASHINGTON

POST OFFICE BUILDING
PORTLAND, OREGON

July 18, 1940

Mr. R. H. Baldock
State Highway Engineer
Salem, Oregon

Dear Sir:

This is to confirm our verbal concurrence in award of contract, as of this date, for Oregon Federal Aid Project No. 13-C (1), Canyon Creek Bridge on the John Day Highway, to William Zickler, John Day, Oregon, who submitted the low bid.

Very truly yours,

W H Lynch
W. H. LYNCH
District Engineer

Zor

FEDERAL WORKS AGENCY
PUBLIC ROADS ADMINISTRATION
DISTRICT ONE

MONTANA
OREGON
WASHINGTON

POST OFFICE BUILDING
PORTLAND, OREGON

STATE [illegible] COMMISSION

July 3, 1940.

Mr. R. H. Baldock,
State Highway Engineer,
Salem, Oregon.

Dear Sir:

P.S.& E. documents for Oregon Federal Aid Project No. 13-C(1), Canyon Creek Bridge on the John Day Highway, have been recommended for approval. This is your authority to advertise for bids, subject to final review and approval of the plans and specifications by the Commissioner of Public Roads.

The length is erroneously shown on the engineer's estimate as .075 mile. We have corrected this to .008 mile and request that it be shown accordingly on the Agreement Estimate.

Very truly yours,

W. H. LYNCH
District Engineer

By

F. E. Andrews
Sr. Highway Engineer

June 28, 1940

Mr. W. H. Lynch
District Engineer
Public Roads Administration
P. O. Box 3900
Portland, Oregon

Dear Sir:

Herewith are enclosed seven copies of estimate and three copies of right of way statement to accompany plans and specifications for the Canyon Creek Bridge, Project No. FA 15-C (1).

Five bid proposals and five sets of blueprint plans are being sent under separate cover.

The same number is assigned to this work that was used on the John Day Section submitted last month, which section is now being constructed by State forces as a state project without Federal cooperation.

Very truly yours,

R. H. BALDOCK
State Highway Engineer

By

S. H. Probert
Office Engineer

Dist. by J. W. Nash/ER

Encl.

Oregon State Highway Department — Federal Aid Project No. 13-C (1)

CANYON CREEK BRIDGE ON THE
JOHN DAY HIGHWAY IN GRANT COUNTY

(Estimate to accompany plans and specifications. Not as basis for project agreement.)

Salem, Oregon, June 28, 1940

440	cu. yds.	Structural Excavation	$ 1.00	$ 440.00
25	cu. yds.	Structural Excavation Below Plane	5.00	125.00
All Required		Shoring, Cribbing, etc.		400.00
230	cu. yds.	Class "A" Concrete	24.00	5,520.00
32,000	lbs.	Metal Reinforcement	.055	1,760.00
152	lin. ft.	Metal Handrail	5.00	760.00
All Required		Removal of Old Bridge		300.00
			Subtotal	$ 9,305.00
			10% Engr. & Cont.	930.50
			Total	$ 10,235.50

Length .075 mile

Federal Aid Funds- -	$ 6,250.00
State Funds- -	3,985.50
	$ 10,235.50

CANYON CREEK BRIDGE SECTION

PROJECT NO. FA 13-C (1)

All necessary right of way has been acquired for this project.

R. H. BALDOCK
State Highway Engineer

By

S. H. Probert
Office Engineer

June 28, 1940

FORM 5-A-1 5M 4-39

COMMISSIONERS
HENRY F. CABELL, CHAIRMAN, PORTLAND
E. B. ALDRICH, PENDLETON
HURON W. CLOUGH, CANYONVILLE

H. B. GLAISYER, SECRETARY

R. H. BALDOCK
STATE HIGHWAY ENGINEER
SALEM

C. B. McCULLOUGH
ASSISTANT HIGHWAY ENGINEER
SALEM

OREGON STATE HIGHWAY COMMISSION
SALEM

IN REPLY PLEASE
REFER TO FILE NO.

RECEIVED
JUN 24 1940
FOR FILING
PUBLIC ROADS ADMINISTRATION

13-C-1

June 12, 1940

Mr. W. H. Lynch
District Engineer
Public Roads Administration
Post Office Box 3900
Portland, Oregon

Dear Sir:

Please be advised that all necessary right of way has been acquired for the John Day Section, Project No. FA 13-C (1).

Very truly yours,

R. H. BALDOCK
State Highway Engineer

By

S. H. Probert
Office Engineer

Dict. by J. W. Nash/GS

13-C-1

RECEIVED
AUG 21 1940
FOR FILING

FEDERAL WORKS AGENCY
PUBLIC ROADS ADMINISTRATION
DISTRICT ONE

MONTANA
OREGON
WASHINGTON

POST OFFICE BUILDING
PORTLAND, OREGON

May 29, 1940

Mr. R. H. Baldock
State Highway Engineer
Salem, Oregon

Dear Sir:

P.S. & E. documents for Oregon Federal Aid Project No. 13-C (1), the John Day Section of the John Day Highway, have today been recommended for approval, subject to final review and approval by the Commissioner of Public Roads. This is your authority to advertise for bids.

Concurrence in award will be withheld until the right to occupy and use the right of way is acquired.

Copies of the usual city resolution covering maintenance should be forwarded with the project agreement estimate.

Very truly yours,

W H Lynch

W. H. LYNCH
District Engineer

Ira

May 27, 1940

Mr. W. H. Lynch
District Engineer
Public Roads Administration
P. O. Box 3900
Portland, Oregon

Dear Sir:

Herewith are enclosed seven copies of estimate and three copies of right of way statement for the John Day Section, Project No. FA 13-C(1).

Five bid proposals and five sets of blueprint plans are being sent under separate cover.

Very truly yours,

R. H. BALDOCK
State Highway Engineer

By

S. H. Probert
Office Engineer

Dict. by J. W. Nash/PO

Encl.

Bids Rejected and
Project Cancelled –
Built by State
Forces

JOHN DAY SECTION

PROJECT NO. FA 13-C (1)

While negotiations for right of way are in progress, some six parcels have not been acquired, nor has the right to occupy and use same been secured, but it is now believed that all necessary right of way can be made fully available within fourteen days.

R. H. BALDOCK
State Highway Engineer

By

S. H. Probert
Office Engineer

May 27, 1940

Oregon State Highway Department Federal Aid Project No. 13-C (1)

JOHN DAY SECTION OF THE

JOHN DAY HIGHWAY IN GRANT COUNTY

(Estimate to accompany plans and specifications. Not as basis for project agreement.)

Salem, Oregon, May 27, 1940

OUTSIDE OF CITY

(Sta. 6+73.5 to 11+25)

All Required		Clearing and Grubbing		$ 80.00
30	cu. yds.	Trench Excavation	$ 1.00	30.00
3,850	cu. yds.	Excavation, Single Classif.	.30	1,155.00
700	yd. mi.	Truck Haul	.12	84.00
.08	mile	Finishing Roadbed and Slopes	400.00	32.00
68	lin. ft.	18" Corr. Iron Pipe	2.25	153.00
500	cu. yds.	Screened Gravel Subbase	.60	300.00
240	cu. yds.	Screened Gravel Base	1.50	360.00
80	cu. yds.	Filler	.40	32.00
80	yd. mi.	Hauling Filler	.15	12.00
20	M-gal.	Sprinkling	2.00	40.00
.08	mile	Preparation of Base	200.00	16.00
100	cu. yds.	Placing Mineral Aggregate	1.25	125.00
800	yd. mi.	Hauling Mineral Aggregate	.12	96.00
8	tons	Asphalt in Place	35.00	280.00
		Subtotal		$ 2,795.00
		10% Engr. & Cont.		279.50
		Total		$ 3,074.50
		Length	.085 mile	
		Cost per mile	$ 36,170.58	

(Sta. 11+25 to 12+10)

All Required		Clearing and Grubbing		$ 20.00
50	cu. yds.	Excavation, Single Classif.	$ .30	15.00
200	yd. mi.	Truck Haul	.12	24.00
.02	mile	Finishing Roadbed and Slopes	400.00	8.00
16	lin. ft.	18" Corr. Iron Pipe	2.25	36.00
100	cu. yds.	Screened Gravel Subbase	.60	60.00
40	cu. yds.	Screened Gravel Base	1.50	60.00

10	cu. yds.	Filler	$ .40	$ 4.00
10	yd. mi.	Hauling Filler	.15	1.50
4	M-gals.	Sprinkling	2.00	8.00
		Subtotal		$ 236.50
		10% Engr. & Cont.		23.65
		Total		$ 260.15

Length .016 mile
Cost per mile $ 16,259.37

INSIDE OF CITY

(Sta. 12+50 to 13+25)

All Required		Clearing and Grubbing		$ 10.00
.01	mile	Finishing Roadbed and Slopes	$ 400.00	4.00
100	cu. yds.	Screened Gravel Subbase	.60	60.00
40	cu. yds.	Screened Gravel Base	1.50	60.00
10	cu. yds.	Filler	.40	4.00
10	yd. mi.	Hauling Filler	.15	1.50
4	M-gals.	Sprinkling	2.00	8.00
		Subtotal		$ 147.50
		10% Engr. & Cont.		14.75
		Total		$ 162.25

Length .014 mile
Cost per mile $ 11,589.28

(Sta. 13+25 to 31+50)

All Required		Clearing and Grubbing		$ 390.00
100	cu. yds.	Trench Excavation	$ 1.00	100.00
3,100	cu. yds.	Excavation, Single Classif.	.30	930.00
0.35	mile	Finishing Roadbed and Slopes	400.00	140.00
80	sq. yds.	Removal of Sidewalks	.20	16.00
600	lin. ft.	12" Concrete Pipe	1.50	900.00
170	lin. ft.	Salvaging Culvert Pipe	1.00	170.00
6	only	Concrete Catch Basins	25.00	150.00
30	cu. yds.	Concrete Curbs and Walls	25.00	750.00
2,100	cu. yds.	Screened Gravel Subbase	.60	1,260.00
680	cu. yds.	Screened Gravel Base	1.50	1,020.00
200	cu. yds.	Filler	.40	80.00
200	yd. mi.	Hauling Filler	.15	30.00

52	M-gals.	Sprinkling	$ 2.00	$ 104.00
0.35	mile	Preparation of Base	200.00	70.00
700	cu. yds.	Placing Mineral Aggregate	1.25	875.00
5,300	yd. mi.	Hauling Mineral Aggregate	.12	636.00
56	tons	Asphalt in Place	35.00	1,960.00
			Subtotal	$ 9,581.00
			10% Engr. & Cont.	958.10
			Total	$ 10,539.10

Length .346 mile
Cost per mile $ 30,459.82

SUMMARY OF FUNDS REQUESTED

Item	Total Cost	Federal Aid Funds	State Funds
Outside of City			
Sta. 6+73.5 to 11+25	$ 3,074.50	$ 1,877.00	$ 1,197.50
Sta. 11+25 to 12+10	260.15	159.00	101.15
Inside of City			
Sta. 12+50 to 13+25	162.25	99.00	63.25
Sta. 13+25 to 31+50	10,539.10	6,435.00	4,104.10
	$ 14,036.00	$ 8,570.00	$ 5,466.00

NON-PARTICIPATING ITEMS

Mineral Aggregate Furnished Under Supplemental Agreement Contract No. 2281

470	cu. yds.	1½" - 3/4" Crushed Gravel	$ 1.05	$ 493.50
100	cu. yds.	3/4" - ½" Crushed Gravel	1.05	105.00
160	cu. yds.	½" - ¼" Crushed Gravel	1.05	168.00
70	cu. yds.	¼" - 0" Crushed Gravel	1.05	73.50
				$ 820.00

Total Cost of Project, All Work $ 14,856.00

Form E-41—5M—1-40

OREGON STATE HIGHWAY COMMISSION
Materials Department

LABORATORY REPORT

Project
Highway John Day
Contractor
Submitted by C. C. Slavens

Contract No.

Prefix No.
County Grant
F. A. Project No.
Date reported June 3, 1940

REPORT ON SAMPLE OF COARSE AGGREGATE

Source of material ½ mi. N. of John Day Hwy. at M.P. 162.57 (14+60)
Sampled at Deposit
To be used Selected Roadbed Topping
Sampled by C. C. Slavens
Date received May 29, 1940
Quantity represented 20000 c. y.

TEST RESULTS

Laboratory No. 132869
Sample data No. 39737
Type of material Gravel (Dedge Tailings)
Screen opening: To ¼": Circular; ¼" and below: Square

GRANULOMETRIC ANALYSIS

Retained on Sieve	Per cent Single Sieve	Per cent Accumulative	Per cent Coarse Aggregate
4½	.0	.0	
4	16.7	16.7	
3½	9.8	26.5	
3	10.5	37.0	
2½	8.9	45.9	
2	13.4	59.3	
1½	12.7	72.0	
1¼	4.8	76.8	
1	5.5	82.3	
3/4	5.4	87.7	
½	4.8	92.5	
¼	3.8	96.3	
10	2.7	99.0	
40	.7	99.7	
Pass 40	.3	.3	
Total	100.0		

Abrasion, per cent wear, Deval
Abrasion, per cent wear, Los Angeles Rattler 22.45
Specific gravity 2.71
Unit weight, dry rodded, lbs. per cubic foot
Unit weight, loose, lbs. per cubic foot
Fineness factor
Sodium sulfate test, per cent loss
Asphalt stripping: Natural fines
Manufactured fines
Plasticity index: Natural fines 8 %
Manufactured fines %
Liquid limit: Natural fines 27 %
Manufactured fines %
Swell test: Natural fines in.
Manufactured fines in.
Water asphalt preferential: Natural fines
Manufactured fines

RECOMMENDATIONS

Material as represented by this sample is suitable for use.
L.L. slightly high, however material passing #40 sieve present in negligible amount.

TEST REPORT DISTRIBUTION:
Public Roads Administration
X Construction Engineer
Maintenance Engineer
Bridge Engineer
Requisition Clerk
X Division Engineer Williams
X Resident Engineer Slavens
Dist. Maint. Supt.
Plant Foreman
X Files

Engineer of Materials

13-C-1

RECEIVED
MAY 27 [illegible]
STATE [illegible]

FEDERAL WORKS AGENCY
PUBLIC ROADS ADMINISTRATION
DISTRICT ONE

MONTANA
OREGON
WASHINGTON

POST OFFICE BUILDING
PORTLAND, OREGON

May 25, 1940

Mr. R. H. Baldock
State Highway Engineer
Salem, Oregon

Dear Sir:

Reference is made to Mr. Probert's letter of May 21st requesting prior approval for the use of 900 cu. yds. of State-furnished crushed rock on Oregon Federal Aid 13-C (1), the John Day Section.

We are today in receipt of wire advice that the Commissioner of Public Roads has approved Federal participation in the hauling and placing of the above-mentioned State-furnished crushed rock.

Very truly yours,

W H Lynch

W. H. LYNCH
District Engineer

FA 13-C-1

May 21, 1940

Mr. W. H. Lynch
District Engineer
Public Roads Administration
P. O. Box 3900
Portland, Oregon

Dear Sir:

As the John Day Project, FA 13-C (1), for which we plan to receive bids on June 13, is a rather small project to carry the cost of a crushing plant set-up, we have arranged to have the contractor on the adjoining project (which is now under contract) produce the 900 cubic yards of crushed materials which are required as aggregate in the oil mat surface treatment.

It is our desire to furnish this crushed material to the contractor at a point approximately seven miles from the project. No charge will be made to the contractor for the material, and no federal participation in the cost of the producing and stockpiling of the material will be expected.

We estimate that the arrangement outlined will reduce the gross cost of the project about $900 (900 yds. at $1.00), and that it will reduce the participating cost about $1,845 (900 yds. at $2.05).

A cost analysis showing the saving in participating cost is enclosed herewith.

May we have your approval of this plan to furnish the crushed materials?

Very truly yours,

R. H. BALDOCK
State Highway Engineer

By

S. H. Probert
Office Engineer

SHP:EM
Encl.

COMPARISON OF COSTS OF MINERAL AGGREGATE AS FURNISHED BY CONTRACTOR AND AS TAKEN FROM STATE-OWNED STOCKPILE

JOHN DAY SECTION, PROJECT NO. FA 13-C(1)

Estimated Cost of Materials Furnished by Contractor (900 cu. yds. Required):

Move and Set up Plant	$1.66 per cu. yd.
Dragline Operation	.15 " " "
Crush	.50 " " "
Stockpile	.10 " " "
Load and Haul Materials 1 Mile	.15 " " "
	$2.56 per cu. yd.
Profit, 15%	.38 " " "
Estimated Cost F. O. B. Job	$2.94 " " "

Estimated Cost of Materials From State-owned Stockpile (900 cu. yds. Required):

Load and Haul Material 7.0 miles	$ .77 per cu. yd.
Profit, 15%	.12 " " "
Estimated Cost F. O. B. Job	$ .89 " " "

Form E-30—Revised—30M—1-40

OREGON STATE HIGHWAY COMMISSION
INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
April 29th, 1940

Subject: John Day Estimate

To: Mr. R. H. Baldock
State Highway Engineer
Office

Attention: Mr. H. B. Glaisyer (for Commission).

Dear Sir:

The estimated cost of reconstructing the John Day Highway through the town of John Day from the Forestry Headquarters on the west to the new improvement on the east, is $22,600. This includes grading, bituminous macadam, curbs, gutters, drainage and bridge.

Very truly yours,

H. G. Smith
Construction Engineer

HGS:AR
Enc.

cc to: R. H. Baldock

NOTED
State Highway Engineer

COPY

GRANT COUNTY
JOHN DAY HIGHWAY
JOHN DAY SECTION
0.50 Miles Grading, Surfacing, Oiling & Bridge

ESTIMATE OF COST by W. C. WILLIAMS

Clearing & Grubbing	All		$300.00
Trench Excavation	400 cu. yd.	$1.00	400.00
Excavation - single class	5000 cu. yd.	.30	1500.00
Truck Haul	3000 M.Y.	.10	300.00
Finishing	0.50 Mi.	500.00	250.00
Rounding	500 Lin. Ft.	.10	50.00
12" Concrete Culvert Pipe (Sewer)	500 Lin. Ft.	1.50	750.00
18" Culvert Pipe	100 Lin. Ft.	2.00	200.00
Gravel Base	3000 Cu. yd.	.70	2100.00
Crushed Gravel Surfacing	1000 Cu. yd.	1.50	1500.00
Filler	200 Cu. yd.	.50	100.00
Sprinkling	100 M. Gal.	1.50	150.00
Concrete Curbs	1000 Lin. Ft.	.70	700.00
Concrete Sidewalks	800 S. Yds.	1.50	1200.00
Catch Basins	6	25.00	150.00
Class A Concrete (Retaining Wall)	30 Cu. Yd.	25.00	750.00
Preparation of Base	0.5 Mi.	200.00	100.00
Mineral Aggregate in Place	1000 Cu. Yd.	2.50	2500.00
Asphalt in Place	90 Tons	28.00	2520.00
Bridge	50 Lin. Ft.	100.00	5000.00
			$20,520.00
Engineering & Contingencies			2,080.00
TOTAL			$22,600.00

CONTRACT# [redacted] 2342

FA 56-D-3 Albany Sec., Pacific Hwy. 1940
East, Roadside Improvement
#2342

R

RECEIVED
DEC 16 1941
FOR FILING

56-15-

December 15, 1941

General Casualty Company of America
Dooley & Company, Agents
Board of Trade Building
Portland, Oregon

Gentlemen:

You are hereby notified that state highway contract No. 2342 for roadside improvement on the Albany Section of the Pacific Highway East, in Linn County, has been completed by the contractor, E. L. Gates, and that final settlement will be made on or after December 26, 1941.

The state is not advised of any unpaid claims for labor or materials, or of the existence of any claims, debts, dues, or demands incurred in the performance of such work and remaining unsatisfied, and you are advised that the state assumes no responsibility for any such claims should there be any.

This notice is served upon you since you appear as surety on the bond furnished by the above-mentioned contractor. Kindly acknowledge receipt of this letter.

For your information we wish to advise that the total amount paid the contractor in connection with this contract will be $48,009.24, including final payment, of which $1,275.19 is for force account work. This contract was completed on August 11, 1941 and was accepted by the State Highway Commission on October 17, 1941.

Very truly yours,
STATE HIGHWAY COMMISSION

By

Secretary

DD:AM

NOTED
D. G. DeSart

R H BALDOCK

R

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FOR FILING

56-19-3

November 24th, 1941

COST ANALYSIS-FINAL REPORT
Pacific Highway, Albany Roadside Improvement
Contract 2342 Prefix 22-1107
E. L. Gates, Contractor
R. A. Furrow, Resident Engineer

NOTED
State Highway Engineer

Item	Cost	Quantity	Unit Cost	Unit Bid	Gross Revenue
Clearing, Grubbing & Cleanup	$1,197.70	All			$1,000.00
Removal of Old Pavement	140.14	796.42 Sq. Yd.	$0.176	$0.20	159.28
Removal of Curbs	12.79	205 Lin. Ft.	0.062	0.10	20.50
Grading & Sloping	1,994.96	450.75 Hrs.	4.42	3.50	1,577.63
Cement Rubble Masonry Pavement	1,595.86	655.89 Sq. Yd.	2.43	3.00	1,967.67
6" Porous Drain Tile	340.17	592 Lin. Ft.	0.57	0.60	355.20
12" Concrete Pipe	11.40	9 " "	1.27	1.50	13.50
36" Corr. Iron Pipe	695.08	128 " "	5.43	6.00	768.00
Concrete Catch Basins	90.99	3 Each	30.33	35.00	105.00
Concrete Curbs	129.18	170.1 Lin. Ft.	0.76	0.75	127.58
Automatic Irrigating System	8,951.55	All		$10,096	10,096.00
Excavating & Placing Topsoil	7,718.07	19,951 Cu. Yd.	0.387	0.50	9,975.50
Hauling Topsoil	3,518.20	37,565.25 Yd. Mi.	0.094	0.12	4,507.83
Min. Agg. in Place	260.40	84 Cu. Yd.	3.20	3.50	294.00
RC-3 Asphalt in Place	202.11	6,316 Tons	32.00	35.00	221.06
Fur. & Planting Trees, Shrubs & Vines	8,802.30	All		9,800.00	9,800.00
Preparation for Seeding	348.91	23.32 Acres	14.96	20.00	466.40
Seeding Lawn Areas to Vetch	60.88	8.52 "	7.15	10.00	85.20
Seeding Areas to Clover	29.90	0.96 "	31.15	15.00	14.40
Seeding Shldrs. to Grass & Clover	255.99	9.19 "	27.86	15.00	137.85
Seeding Areas to Grass & Alfalfa	540.82	26.57 "	20.35	15.00	398.55

Albany Roadside Improvement Final Cost Analysis (Continued).

Item	Cost	Quantity	Unit Cost	Unit Bid	Gross Revenue
Lawn Construction	$2,948.88	5.01 Acres	$588.60	$400.00	$2,004.00
Peat Moss	1,555.40	404 Bales	3.85	4.50	1,818.00
Commercial Tankage	717.45	10.66 Tons	67.30	65.00	692.90
PA #1, Furn. & Install Air Chambers in Sprinkling System	128.00	8 Each	16.00	16.00	128.00
Force Account	1,275.19	All			1,275.19
	$43,522.24				$48,809.24

Gross Revenue	$48,809.24
Total Cost	43,522.24
Net Profit	$5,287.00

Net Profit Equals 10.8% of Gross Revenue

Albany Section - Roadside Improvement

Detail of Cost

Labor:

Supervision	$2,373.35	
Labor	8,704.25	
State Industrial Accident Insurance	720.05	
Unemployment Insurance	332.33	
Social Security	110.78	
		$12,240.76

Materials:

Masonry Rock	43	Cu. Yd.	at	$4.00	$172.00	
Cement	18	Bbl.	"	2.60	46.80	
Sand & Gravel		All			25.32	
6" Drain Tile	595	L.F.	"	0.06	35.70	
12" Concrete Pipe	9	"	"	0.70	6.30	
36" Corr. Iron Pipe	128	"	"	4.428	566.78	
36" " " " Bands	6	Each	"	4.077	24.46	
Vetch	250	Lbs.	"	0.09	22.50	
Fescue	1,200	"	"	0.15	180.00	
White Clover	100	"	"	0.60	60.00	
Alfalfa	275	"	"	0.24	66.00	
Chewing Fescue	400	"	"	0.33	132.00	
Peat Moss	404	Bales	"	1.96	791.82	
Commercial Tankage	11	Tons	"	56.61	622.71	
Highland Creeping Bent	440	Lbs.	"	0.65	286.00	
Kentucky Blue Grass	220	"	"	0.22	48.40	
						3,086.79

Equipment Rental, Small Tools & Misc. Supplies:

Equipment Rental	$1,984.63	
Hired Equipment	4,493.33	
Gas, Oil & Grease	636.73	
Small Tools & Misc. Supplies	347.32	
Freight & Cartage	97.28	
Main Office Expense	1,952.00	
Bond	488.07	
		9,999.36

Work Performed by Knight Pearcy:

Furnish & Plant Trees, Shrubs & Vines	8,802.30

Work Performed by C. S. Whitcomb:

Automatic Irrigating System	8,951.55

Work Performed by Curtner:

Oiled Rock Footpaths	441.48
Total Cost to Gates	$43,522.24

Detail Cost of Irrigation System

C. S. Whitcomb

Labor:		
Labor	$2,354.59	
State Industrial Acc. Ins.	153.05	
Unemployment Insurance	70.64	
Social Security	23.55	
		$2,601.83
Materials:		
Pipe & Fittings - All		5,779.00
Equipment Rental, Supplies & Misc.:		
Equipment Rental	$225.00	
Freight	110.00	
Bond	75.72	
Small Tools & Misc.	160.00	
		570.72
Total Cost		$8,951.55

Gross Revenue	$10,096.00
Total Cost	8,951.55
Net Profit	$1,144.45

Net Profit Equals 11.3% of Gross Revenue

Detail Cost of Furnishing and Planting Trees, Shrubs and Vines

Knight Pearcy

Labor:

Labor	$1,302.92	
State Ind. Acc. Ins.	45.60	
Unemployment Ins.	39.09	
Social Security	13.03	
		$1,400.64

Material:

Trees, Shrubs & Vines	6,708.60

Equipment Rental, Supplies & Misc.:

Equipment Rental	$90.00	
Gas, Oil & Grease	48.00	
Small Tools & Misc. Supplies	85.00	
Bond	95.06	
Main Office Expense	375.00	
		693.06
Total Cost		$8,802.30

Gross Revenue	$9,800.00
Total Cost	8,802.30
Net Profit	$997.70

Net Profit Equals 10.2% of Gross Revenue

C

REMARKS:

This contract was bid and awarded July 18th, 1940. Work was started August 2nd, 1940 and was completed in November 1941.

The clearing, grubbing and cleanup consisted of small trees, brush and weeds and was done by hand labor. Many of the young trees were not disturbed, but thickets were thinned out and poison oak and brush were grubbed out and debris raked up and burned.

The rock used in the cement rubble masonry paving was flat rock hauled from a quarry near Stayton.

The topsoil was loaded with ½ cu. yd. shovel and hauled about two miles in trucks. The topsoil was spread and leveled with a blade where practical and on steep grades by a fresno pulled with a truck. Hand labor was used for spreading when equipment was not practical.

The automatic sprinkling system was constructed by sub-contractor C. S. Whitcomb who made a fair profit.

The trees, shrubs and vines were furnished and planted by sub-contractor Knight Pearcy who owns a nursery. About 3½% of the trees planted in the fall of 1940 died and were replaced, being replaced in the fall of 1941.

The oiled rock sidewalks were constructed by Curtner who has a small oiling outfit.

The preparation for seeding was done by discing and harrowing where practical and by spading and hand raking where power equipment could not be used.

8.52 Acres were seeded to vetch in the fall for a cover crop and to prevent erosion from winter rains. In the spring the vetch on the lawn area was mowed off, and the ground was prepared and seeded to lawn. The bid price of $400.00 per acre for lawn construction was too low, and the contractor suffered a loss on this item.

The lawns, trees, shrubs and vines were fertilized with peat moss and commercial fertilizer. A mechanical hand spreader was used for spreading the grass seeds.

The work on the project was handled quite efficiently, and the contractor and sub-contractors made fair profits.

E. H. Clymer
Cost Analyst

R

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FOR FIL

56-D-3

November 19, 1941

Mr. E. L. Gates
Project City, California

Dear Sir:

The State Highway Commission, at its meeting on October 17, 1941, granted you the extension of time requested from June 30 to August 11, 1941, without penalty, in connection with contract No. 2342 for construction of a roadside improvement along the Pacific Highway East, in Linn County.

Very truly yours,
STATE HIGHWAY COMMISSION

By

Secretary

MM

cc - F. D. Eason

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FEDERAL WORKS AGENCY
PUBLIC ROADS ADMINISTRATION
DISTRICT ONE

MONTANA
OREGON
WASHINGTON

POST OFFICE BUILDING
PORTLAND, OREGON

October 3, 1941

16-F-2
2342

Mr. R. H. Baldock
State Highway Engineer
Salem, Oregon

Dear Sir:

Final inspection of Oregon SN-FAP 56-F (2), North Unit, Albany Section of the Pacific Highway East, was made by a representative of this office on September 11, 1941.

Prompt submission of the final voucher will be appreciated.

Very truly yours,

W. H. LYNCH
District Engineer

By L J Caufield
L. J. Caufield
Sr. Highway Engineer

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FEDERAL WORKS AGE
PUBLIC ROADS ADMINISTRAT

UNITED STATES DEPARTMENT OF AGRICULTURE
BUREAU OF PUBLIC ROADS
DISTRICT No. 1

POST OFFICE BUILDING
PORTLAND, OREGON

IN YOUR REPLY PLEASE REFER TO FILE NO.

Stencil No. 124
Oregon FAP 56-F (2)
Albany Section
Pacific Highway East

January 20, 1941

56 F-2

Mr. R. H. Baldock
State Highway Engineer
Salem, Oregon

Dear Sir:

We are forwarding herewith, for your files, an executed copy of the ____________ project agreement and certificate for the above numbered project.

Very truly yours,

W. H. LYNCH
District Engineer

By L. Caufield
L. J. Caufield
Sr. Highway Engineer

Encls.

Jvon

[illegible] - 8885

Form P. R. 2

State Oregon

Federal Aid Project No. 56-F(2)

PROJECT AGREEMENT

MEMORANDUM OF AGREEMENT made this 18th day of December, 1940

by and between The Oregon State Highway Commission

, constituting

for the purpose hereof, the Highway Department of the State of Oregon hereinafter called the Highway Department, and the Federal Works Administrator, hereinafter called the Administrator, under and pursuant to the provisions of the act of Congress approved July 11, 1916 (39 Stat., 355), entitled "An Act to provide that the United States shall aid the States in the construction of rural post roads, and for other purposes," and of the act approved November 9, 1921 (42 Stat., 212), entitled "An Act to amend the Act entitled 'An Act to provide that the United States shall aid the States in the construction of rural post roads, and for other purposes,' approved July 11, 1916, as amended and supplemented, and for other purposes," and acts amendatory thereof or supplementary thereto:

Whereas the Highway Department of said State submitted on the 27th day of January, 1930, a revised project statement, which was approved on the 5th day of April, 1930, for the proposed construction of a project consisting of the road hereinafter described; and

Whereas the Highway Department, in accordance with the rules and regulations promulgated for the administration of the Federal Highway Act, has furnished surveys, plans, specifications, and estimates for Section F(2) of said project which were recommended for approval by the District Engineer of the Public Roads Administration on the 31 day of July 1940; and

Whereas the Administrator has certified to the Secretary of the Treasury his approval of said surveys, plans, specifications, and estimates, and the sum of five thousand, three hundred forty and 00/100 dollars ($5,340.00) as the share of the United States payable under said act on account of Section F(2) of said project, which does not exceed the authorized Federal pro rata share of the approved total estimated cost thereof:

Now, therefore, in consideration of the premises and of the several promises to be faithfully performed by each, as hereinafter set forth, the Highway Department and the Administrator do hereby mutually agree as follows:

16—11379

FUNDS AT THE DISPOSAL OF THE HIGHWAY DEPARTMENT

ARTICLE I. Funds for the use of the Highway Department in the construction of said project have been made available in the following manner, to wit:

(*a*) By the State from Chap. 175, laws 1917; Chap. 31, laws 1920; Chap. 529, laws 1939. (Include date and citation of act of legislature by which authorized)

(*b*) From other sources (State how placed under direct control of Highway Department)

ROAD EMBRACED IN PROJECT

ARTICLE II. This agreement covers the following highway as described in detail in said surveys, plans, and specifications:

Between survey station 311+20 in the NW 1/4 Sec. 4, T. 11 S., R. 3 W., W. M., and survey station 419+25 on Eighth Street at Lafayette St. in Albany, the northerly end of Section D(3) of said project (excepting therefrom that portion between survey stations 350+10 and 351+10), length 2.027 miles, in Linn County, being Section F(2) of Oregon Federal Aid Roadside Improvement. project No. 56, consisting of 2.027 miles of ~~roadway and~~ b~~ridges each of more than 20 feet clear span~~ ~~of a mile in length~~.

16—11379 GPO

CHARACTER AND METHOD OF CONSTRUCTION

ARTICLE III. The Highway Department will construct or cause to be constructed to final completion said project, in strict compliance with said plans and specifications, which are made a part hereof, under its direct supervision, which shall include adequate inspection throughout the course of construction, subject at all times to inspection and approval by the Administrator or his agents, and in accordance with the laws of said State, the rules and regulations of the Administrator, and the following conditions:

(*a*) It is agreed that the construction work on the project shall be performed by contract, unless the performance thereof by force account shall be approved by the Administrator or his authorized representatives. Such construction work as may be performed by force account shall be paid for on the basis of the units of work performed at the unit prices set forth in the estimate as approved by the Administrator, except that where the total actual cost is ascertained to be less than the estimate so approved the total Federal payments shall not exceed the Federal pro rata share of such total actual cost.

UNITED STATES PRO RATA SHARE OF THE COST OF SAID PROJECT

ARTICLE IV. The United States pro rata share of the value of the labor and materials which shall be actually put into the construction of Section F(2) of said project shall not in any event exceed the sum of five thousand, three hundred forty and 00/100 dollars ($5,340.00), certified to the Secretary of the Treasury as above mentioned, which does not exceed the authorized Federal pro rata share of eight thousand, seven hundred fifty-two and 70/100 dollars ($8,752.70), the approved total estimated cost of Section F(2) of said project.

PAYMENTS

ARTICLE V. As the construction of said project progresses, the Administrator shall from time to time draw warrants on the Secretary of the Treasury for the payment to State Treasurer

(Official or depository)

hereby designated by the Highway Department for that purpose and authorized under the laws of said State to receive public funds of the State of Oregon

(Name)

of such sums as shall not, together with previous payments, exceed the United States pro rata share, as above specified, of the value, as determined by the Administrator after inspection and approval, of the labor and materials which have actually been put into said construction work in compliance with the requirements of Article III hereof.

The Administrator reserves the right to withhold such sum as he may deem necessary to insure completion of construction in compliance with said plans and specifications.

MAINTENANCE OF PROJECT

ARTICLE VI. The Highway Department will maintain said project in compliance with said acts of July 11, 1916, and November 9, 1921, out of funds which have been or will be made available therefor by said State in the manner herein set forth, to wit: Chap. 529, laws 1939.

(Include reference to statute authorizing funds and probable amount annually available)

The Highway Department will use every means within its power to insure proper and permanent maintenance of said project, and to that end will provide for the constant making of needed repairs to preserve a smooth-surfaced highway.

Showing of authority of the Highway Department to execute agreements will be found in the agreement for project No. 112.

In witness whereof the parties have hereunto affixed their signatures, the Highway Department on the day and year first above written and the Administrator on the ____ day of

JAN 4 1941, 19__

OREGON STATE HIGHWAY COMMISSION
(Official title of Highway Department)

By Henry F Cabell
Chairman, State Highway Commission
(Title of officer)

By
Member, State Highway Commission
(Title of officer)

By ____
Member, State Highway Commission
(Title of officer)

By ____
(Title of officer)

By ____
(Title of officer)

FEDERAL WORKS ADMINISTRATOR,

By H. J. O'Leary
Acting Commissioner of Public Roads.

U. S. GOVERNMENT PRINTING OFFICE 16—11379

Form PR. 8—Revised

FEDERAL WORKS AGENCY
PUBLIC ROADS ADMINISTRATION

CERTIFICATE OF APPROVAL OF PLANS, SPECIFICATIONS, AND ESTIMATES

(Under "An Act to provide that the United States shall aid the States in the construction of rural roads, and for other purposes," approved July 11, 1916, and acts amendatory thereof and supplementary thereto.)

To

The Secretary of the Treasury, and

The State Highway Department of the State of Oregon

Pursuant to the acts above cited, I hereby certify—

First. That in accordance with the provisions of said acts, I have approved the plans, specifications, and estimates submitted by the State Highway Department of the State of Oregon for the construction of a highway designated in the records of this Agency ~~as~~ Federal Aid Project No. 56-F(2) State of Oregon

Second. That in accordance with said provisions I have approved the sum of $ 8,752.70 as the total estimated cost of said project, and the sum of $ 5,340.00 as the share of the United States, payable under said acts on account of such project, which does not exceed the authorized Federal pro rata share of said total estimated cost.

Done at the city of Washington, this JAN 4 1941 day of one thousand nine hundred and

Federal Works Administrator,

By
Acting Commissioner of Public Roads.

U. S. GOVERNMENT PRINTING OFFICE 16—10139

JAN 18 1941

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FA-56-F 2

December 20, 1940

Mr. W. H. Lynch
District Engineer
Public Roads Administration
Post Office Box 3900
Portland, Oregon

Dear Sir:

We are enclosing herewith two signed copies of project agreement for the North Unit, Albany Section, Project No. FA 56-F (2).

Very truly yours,

R. H. BALDOCK
Chief Engineer

By

S. H. Probert
Office Engineer

Dict. by J. W. Nash/GS

Encl.

UNITED STATES DEPARTMENT OF AGRICULTURE
BUREAU OF PUBLIC ROADS
DISTRICT No. 1

POST OFFICE BUILDING
PORTLAND, OREGON

FEDERAL WORKS AGENCY
PUBLIC ROADS ADMINISTRATION

(Stencil #28)

IN YOUR REPLY PLEASE
REFER TO FILE No. Oregon FAP 56-F (2)
North Unit, Albany Sec.
Pacific Highway East

November 26, 1940

Mr. R. H. Baldock
State Highway Engineer
Salem, Oregon

Dear Sir:

We are forwarding herewith two copies of proposed project agreement for signature and return to this office.

Enclosed is an approved copy of the detail estimate, upon which the agreement was based, together with approved copy of specifications.

Very truly yours,

W. H. LYNCH
District Engineer

By L Caufield
L. J. Caufield
Sr. Highway Engineer

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NOV 23 1940
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56-F-2

November 2, 1940

Mr. W. H. Lynch
District Engineer
Public Roads Administration
P. O. Box 3900
Portland, Oregon

Dear Sir:

Herewith are enclosed seven copies of estimate as basis for project agreement for the North Albany Section, Project No. FA 56-F (2).

Very truly yours,

R. H. BALDOCK
Chief Engineer

By

S. H. Probert
Office Engineer

Dict. by J. W. Nash/ER

Encl.

Oregon State Highway Department Federal Aid Project No. 56-F (2)

NORTH UNIT, ALBANY SECTION OF THE

PACIFIC HIGHWAY EAST IN LINN COUNTY

(Estimate as basis for project agreement. Based on low bid prices.)

Salem, Oregon, October 14, 1940

Work Outside City (Sta. 311+20 to [illegible]+15)

All Required		Clearing and Grubbing and Cleaning Up		$ 396.00
285	hours	Grading and Sloping	$3.50	997.50
85	sq. yds.	Cement Rubble Masonry Pavement	3.00	255.00
2,300	cu. yds.	Excavating and Placing Topsoil	.50	1,150.00
7,900	yd. mi.	Hauling Topsoil	.12	948.00
260	cu. yds.	Mineral Aggregate in Place	3.50	910.00
20	tons	Emulsified or RC-3 Asphalt in Place	35.00	700.00
All Required		Furnishing and Planting Trees and Shrubs (4%)		392.00
23.5	acres	Preparation for Seeding	20.00	470.00
5.4	acres	Seeding Shoulders to Grass and Clover	15.00	81.00
23.5	acres	Seeding Areas to Grass and Alfalfa	15.00	352.50
95	bales	Peat Moss	4.50	427.50
4.5	tons	Commercial Tankage	65.00	292.50
			Subtotal	$ 7,372.00
			10% Engr. & Cont.	737.20
			Total	$ 8,109.20

Length 1.457 miles
Cost per mile $ 5,565.68

Work Within City of Albany (Sta. [illegible]+15 to 419+25)

All Required		Clearing and Grubbing and Cleaning Up		$ 155.00
15	hours	Grading and Sloping	$3.50	52.50
200	cu. yds.	Excavating and Placing Topsoil	.50	100.00
600	yd. mi.	Hauling Topsoil	.12	72.00
All Required		Furnishing and Planting Trees and Shrubs (1%)		98.00
1.5	acres	Preparation for Seeding	20.00	30.00
1.5	acres	Seeding Areas to Grass and Alfalfa	15.00	22.50

5 tons	Peat Moss	$ 4.50	$ 22.50
0.5 tons	Commercial Tankage	65.00	32.50
	Subtotal		$ 585.00
	10% Engr. & Cont.		58.50
	Total		$ 643.50

Length	0.570 mile
Cost per mile	$ 1,128.94

SUMMARY OF FUNDS REQUESTED

Item	Total Cost	Federal Aid Funds	State Funds
Outside City	$ 8,109.20	$ 4,947.00	$ 3,162.20
Inside City	643.50	393.00	250.50
	$ 8,752.70	$ 5,340.00	$ 3,412.70

State Funds for Construction: Chap. 175, laws 1917; Chap. 31, laws 1920; Chap. 529, laws 1939

State Funds for Maintenance: Chap. 529, laws 1939

C

Oregon State Highway Department　　　　Federal Aid Project No. 56-F (2)

NORTH UNIT, ALBANY SECTION OF THE PACIFIC HIGHWAY EAST IN LINN COUNTY

(Estimate to accompany plans and specifications. Not as basis for project agreement.)

Salem, Oregon, July 2, 1940

Work Outside City (Sta. 311+20 to 389+15)

All Required		Clearing and Grubbing		$ 400.00
285	Hours	Grading and Sloping	$ 6.00	1,710.00
85	Sq. Yds.	Cement Rubble Masonry Pavement	2.00	170.00
2,300	Cu. Yds.	Excavating and Placing Topsoil	.40	920.00
7,900	Yd. Mi.	Hauling Topsoil	.12	948.00
260	Cu. Yds.	Mineral Aggregate in Place	3.00	780.00
20	Tons	Emulsified or RC-3 Asphalt in Place	40.00	800.00
All Required		Furnishing and Planting Trees and Shrubs (4%)		600.00
23.5	Acres	Preparation for Seeding	15.00	352.50
5.4	Acres	Seeding Shoulders to Grass and Clover	20.00	108.00
23.5	Acres	Seeding Areas to Grass and Alfalfa	20.00	470.00
95	Bales	Peat Moss	4.00	380.00
4.5	Tons	Commercial Tankage	50.00	225.00
			Subtotal	$ 7,863.50
			10% Engr. & Cont.	786.35
			Total	$ 8,649.85

Length　　1.457 miles
Cost per mile　　$ 5,936.75

Work Within City of Albany (Sta. 389+15 to 419+25)

All Required		Clearing and Grubbing		$ 150.00
15	Hours	Grading and Sloping	$ 6.00	90.00
200	Cu. Yds.	Excavating and Placing Topsoil	.40	80.00

600 Yd. Mi.	Hauling Topsoil	$ .12	$ 72.00
All Required	Furnishing and Planting Trees and Shrubs (1%)		150.00
1.5 Acres	Preparation for Seeding	15.00	22.50
1.5 Acres	Seeding Areas to Grass and Alfalfa	20.00	30.00
5 Tons	Peat Moss	4.00	20.00
0.5 Tons	Commercial Tankage	50.00	25.00
	Subtotal		$ 639.50
	10% Engr. & Cont.		63.95
	Total		$ 703.45

Length 0.570 mile
Cost per mile $ 1,234.12

SUMMARY OF FUNDS REQUESTED

Item	Total Cost	Federal Aid Funds	State Funds
Outside City	$ 8,649.85	$ 5,271.00	$ 3,378.85
Inside City	703.45	429.00	274.45
	$ 9,353.30	$ 5,700.00	$ 3,653.30

NORTH UNIT, ALBANY SECTION

PROJECT NO. FA 56-F (2)

All necessary right of way has been acquired for this project.

R. H. BALDOCK
State Highway Engineer

By

S. H. Probert
Office Engineer

July 2, 1940

RECEIVED FOR FILE

56-F-2

FEDERAL WORKS AGENCY
PUBLIC ROADS ADMINISTRATION
DISTRICT ONE

MONTANA
OREGON
WASHINGTON

POST OFFICE BUILDING
PORTLAND, OREGON

486 Ore. F.A. 56-F(2)

July 3, 1940.

Mr. R. H. Baldock,
State Highway Engineer,
Salem, Oregon.

Dear Sir:

P. S. & E. documents for Oregon Federal Aid project 56-F(2), the North Unit of the Albany Section of the Pacific Highway, have today been recommended for approval, subject to final review and approval by the Commissioner of Public Roads. This is your authority for advertising.

Prompt submission of the bid tabulation and agreement estimate will be appreciated.

Very truly yours,

W. H. LYNCH,
District Engineer.

By F. E. Andrews
F. E. ANDREWS,
Senior Highway Engr.

REFERRED TO
Mr. Probst

RECEIVED
OCT - 6 1941

FEDERAL WORKS AGENCY
PUBLIC ROADS ADMINISTRATION
DISTRICT ONE

MONTANA
OREGON
WASHINGTON

POST OFFICE BUILDING
PORTLAND, OREGON

October 3, 1941

11-F-3
2342

Mr. R. H. Baldock
State Highway Engineer
Salem, Oregon

Dear Sir:

Final inspection of Oregon SN-FAP 56-E (2), South Unit, Albany Section of the Pacific Highway East, was made by a representative of this office on September 11, 1941.

Prompt submission of the final voucher will be appreciated.

Very truly yours,

W. H. LYNCH
District Engineer

By LJCaufield
L. J. Caufield
Sr. Highway Engineer

Fw

FEDERAL WORKS AGENC
PUBLIC ROADS ADMINISTRATIO

UNITED STATES DEPARTMENT OF AGRICULTURE
BUREAU OF PUBLIC ROADS
DISTRICT No. 1

POST OFFICE BUILDING
PORTLAND, OREGON

Stencil No. 124

IN YOUR REPLY PLEASE REFER TO FILE NO. Oregon FAP 56-E (2)
Albany Section
Pacific Highway East

January 18, 1941

56-E-2

Mr. R. H. Baldock
State Highway Engineer
Salem, Oregon

Dear Sir:

We are forwarding herewith, for your files, an executed copy of the ____________________ project agreement and certificate for the above numbered project.

Very truly yours,

W. H. LYNCH
District Engineer

By T. M. Davis
T. M. Davis
Sr. Highway Engineer

Encls.

Tom

Wa4pr-8854

Form P. R. 2

State Oregon

Federal Aid Project No. 56-E(2)

PROJECT AGREEMENT

MEMORANDUM OF AGREEMENT made this 18th day of December, 1940

by and between The Oregon State Highway Commission, constituting

for the purpose hereof, the Highway Department of the State of Oregon hereinafter called the Highway Department, and the Federal Works Administrator, hereinafter called the Administrator, under and pursuant to the provisions of the act of Congress approved July 11, 1916 (39 Stat., 355), entitled "An Act to provide that the United States shall aid the States in the construction of rural post roads, and for other purposes," and of the act approved November 9, 1921 (42 Stat., 212), entitled "An Act to amend the Act entitled 'An Act to provide that the United States shall aid the States in the construction of rural post roads, and for other purposes,' approved July 11, 1916, as amended and supplemented, and for other purposes," and acts amendatory thereof or supplementary thereto:

Whereas the Highway Department of said State submitted on the 27th day of January, 1930, a revised project statement, which was approved on the 5th day of April, 1930, for the proposed construction of a project consisting of the road hereinafter described; and

Whereas the Highway Department, in accordance with the rules and regulations promulgated for the administration of the Federal Highway Act, has furnished surveys, plans, specifications, and estimates for Section E(2) of said project which were recommended for approval by the District Engineer of the Public Roads Administration on the 31 day of July 1940; and

Whereas the Administrator has certified to the Secretary of the Treasury his approval of said surveys, plans, specifications, and estimates, and the sum of two thousand, ten and 00/100 dollars ($2,010.00) as the share of the United States payable under said act on account of Section E(2) of said project, which does not exceed the authorized Federal pro rata share of the approved total estimated cost thereof:

Now, therefore, in consideration of the premises and of the several promises to be faithfully performed by each, as hereinafter set forth, the Highway Department and the Administrator do hereby mutually agree as follows:

FUNDS AT THE DISPOSAL OF THE HIGHWAY DEPARTMENT

ARTICLE I. Funds for the use of the Highway Department in the construction of said project have been made available in the following manner, to wit:

(*a*) By the State from Chapter 175, laws 1917; Chap. 31, laws 1920; Chap. 529, laws 1939. (Include date and citation of act of legislature by which authorized)

(*b*) From other sources

(State how placed under direct control of Highway Department)

ROAD EMBRACED IN PROJECT

ARTICLE II. This agreement covers the following highway as described in detail in said surveys, plans, and specifications:

Between survey station 450+00 at Eleventh St. in Albany, the southerly end of Section D(3) of said project, and survey station 513+90 in Sec. 13, T. 11 S., R. 4 W., W. M. (excepting therefrom that portion between survey station 474+08.6 and survey station 474+58.2), length 1.203 miles, in Linn County, being Section E(2) of Oregon Federal Aid project No. 56, consisting of 1.203 miles of ~~[illegible]~~ roadside improvements ~~[illegible]~~ ~~of a mile in length~~.

16—11379 GPO

CHARACTER AND METHOD OF CONSTRUCTION

ARTICLE III. The Highway Department will construct or cause to be constructed to final completion said project, in strict compliance with said plans and specifications, which are made a part hereof, under its direct supervision, which shall include adequate inspection throughout the course of construction, subject at all times to inspection and approval by the Administrator or his agents, and in accordance with the laws of said State, the rules and regulations of the Administrator, and the following conditions:

(*a*) It is agreed that the construction work on the project shall be performed by contract, unless the performance thereof by force account shall be approved by the Administrator or his authorized representatives. Such construction work as may be performed by force account shall be paid for on the basis of the units of work performed at the unit prices set forth in the estimate as approved by the Administrator, except that where the total actual cost is ascertained to be less than the estimate so approved the total Federal payments shall not exceed the Federal pro rata share of such total actual cost.

UNITED STATES PRO RATA SHARE OF THE COST OF SAID PROJECT

ARTICLE IV. The United States pro rata share of the value of the labor and materials which shall be actually put into the construction of Section B(2) of said project shall not in any event exceed the sum of two thousand, ten and 00/100 dollars ($2,010.00), certified to the Secretary of the Treasury as above mentioned, which does not exceed the authorized Federal pro rata share of three thousand, two hundred ninety-eight and 62/100 dollars ($3,298.62), the approved total estimated cost of Section B(2) of said project.

PAYMENTS

ARTICLE V. As the construction of said project progresses, the Administrator shall from time to time draw warrants on the Secretary of the Treasury for the payment to State Treasurer

(Official or depository)

hereby designated by the Highway Department for that purpose and authorized under the laws of said State to receive public funds of the State of Oregon

(Name)

of such sums as shall not, together with previous payments, exceed the United States pro rata share, as above specified, of the value, as determined by the Administrator after inspection and approval, of the labor and materials which have actually been put into said construction work in compliance with the requirements of Article III hereof.

The Administrator reserves the right to withhold such sum as he may deem necessary to insure completion of construction in compliance with said plans and specifications.

MAINTENANCE OF PROJECT

ARTICLE VI. The Highway Department will maintain said project in compliance with said acts of July 11, 1916, and November 9, 1921, out of funds which have been or will be made available therefor by said State in the manner herein set forth, to wit: Chap. 529, laws 1939.

(Include reference to statute authorizing funds and probable amount annually available)

The Highway Department will use every means within its power to insure proper and permanent maintenance of said project, and to that end will provide for the constant making of needed repairs to preserve a smooth-surfaced highway.

Showing of authority of the Highway Department to execute agreements will be found in the agreement for project No. 112.

In witness whereof the parties have hereunto affixed their signatures, the Highway Department on the day and year first above written and the Administrator on the ______ day of JAN 4 1941, 19__

OREGON STATE HIGHWAY COMMISSION
(Official title of Highway Department)

By Henry F Cabell
Chairman, State Highway Commission
(Title of officer)

By ______
Member, State Highway Commission
(Title of officer)

By ______
Member, State Highway Commission
(Title of officer)

By ______
______
(Title of officer)

By ______
______
(Title of officer)

FEDERAL WORKS ADMINISTRATOR,

By H J O'Leary
Acting Commissioner of Public Roads.

U. S. GOVERNMENT PRINTING OFFICE 16—11379

Form PR. 3—Revised

FEDERAL WORKS AGENCY
PUBLIC ROADS ADMINISTRATION

CERTIFICATE OF APPROVAL OF PLANS, SPECIFICATIONS, AND ESTIMATES

(Under "An Act to provide that the United States shall aid the States in the construction of rural roads, and for other purposes," approved July 11, 1916, and acts amendatory thereof and supplementary thereto.)

To

The Secretary of the Treasury, and

The State Highway Department of the State of Oregon

Pursuant to the acts above cited, I hereby certify—

First. That in accordance with the provisions of said acts, I have approved the plans, specifications, and estimates submitted by the State Highway Department of the State of Oregon for the construction of a highway designated in the records of this Agency as Federal Aid Project No. 56-E(2) State of Oregon

Second. That in accordance with said provisions I have approved the sum of $ 3,298.62 as the total estimated cost of said project, and the sum of $ 2,010.00 as the share of the United States, payable under said acts on account of such project, which does not exceed the authorized Federal pro rata share of said total estimated cost.

Done at the city of Washington, this ______ day of JAN 4 1941 one thousand nine hundred and ______

Federal Works Administrator,

By ______
Acting Commissioner of Public Roads.

U. S. GOVERNMENT PRINTING OFFICE 16—10130

JAN 14 1941

RECEIVED
DEC 23 1940
FOR FILING

FA 56-E-2

December 20, 1940

Mr. W. H. Lynch
District Engineer
Public Roads Administration
Post Office Box 3900
Portland, Oregon

Dear Sir:

We are enclosing herewith two signed copies of project agreement for the South Unit, Albany Section, Project No. FA 56-E (2).

Very truly yours,

R. H. BALDOCK
Chief Engineer

By

S. H. Probert
Office Engineer

Dict. by J. W. Nash/GS

Encl.

UNITED STATES DEPARTMENT OF AGRICULTURE
BUREAU OF PUBLIC ROADS
DISTRICT No. 1

FEDERAL WORKS AGENCY
PUBLIC ROADS ADMINISTRATION

(Stencil #28)

POST OFFICE BUILDING
PORTLAND, OREGON

IN YOUR REPLY PLEASE
REFER TO FILE NO. Ore. FAP 56-E (2)
South Unit, Albany Sec.
Pacific East

November 26, 1940

Mr. R. H. Baldock
State Highway Engineer
Salem, Oregon

Dear Sir:

We are forwarding herewith two copies of proposed project agreement for signature and return to this office.

Enclosed is an approved copy of the detail estimate, upon which the agreement was based, together with approved copy of specifications.

Very truly yours,

W. H. LYNCH
District Engineer

By L Caufield
L. J. Caufield
Sr. Highway Engineer

RECEIVED
NOV 23 1940
FOR FILING

56-E-2

November 2, 1940

Mr. W. H. Lynch
District Engineer
Public Roads Administration
P. O. Box 3900
Portland, Oregon

Dear Sir:

Herewith are enclosed seven copies of estimate as basis for project agreement for the South Albany Section, Project No. FA 56-E (2).

Very truly yours,

R. H. BALDOCK
Chief Engineer

By

S. H. Probert
Office Engineer

Dictated by J. W. Nash/ER

Encl.

Oregon State Highway Department   Federal Aid Project No. 56-E (2)

SOUTH UNIT, ALBANY SECTION OF THE
PACIFIC HIGHWAY EAST IN LINN COUNTY

(Estimate as basis for project agreement. Based on low bid prices.)

Salem, Oregon, October 14, 1940

Work Within City of Albany (Sta. 450+00 to 468+14.3)

All Required	Clearing and Grubbing and Cleaning Up		$ 93.00
10 hours	Grading and Sloping	$ 3.50	35.00
200 cu. yds.	Excavating and Placing Topsoil	.50	100.00
400 yd. mi.	Hauling Topsoil	.12	48.00
All Required	Furnishing and Planting Trees and Shrubs (2%)		196.00
1.75 acres	Preparation for Seeding	20.00	35.00
1.5 acres	Seeding Areas to Grass and Alfalfa	15.00	22.50
10 bales	Peat Moss	4.50	45.00
1 ton	Commercial Tankage	65.00	65.00
		Subtotal	$ 639.50
		10% Engr. & Cont.	63.95
		Total	$ 703.45

Length 0.343 mile
Cost per mile $ 2,050.87

Work Outside City (Sta. 468+14.3 to 513+90)

All Required	Clearing and Grubbing and Cleaning Up		$ 233.00
90 hours	Grading and Sloping	3.50	315.00
400 cu. yds.	Excavating and Placing Topsoil	.50	200.00
800 yd. mi.	Hauling Topsoil	.12	96.00
All Required	Furnishing and Planting Trees and Shrubs (8%)		784.00
3.25 acres	Preparation for Seeding	20.00	65.00
0.9 acre	Seeding Areas to Clover	15.00	13.50
1.6 acres	Seeding Shoulders to Grass and Clover	15.00	24.00
2.25 acres	Seeding Areas to Grass and Alfalfa	15.00	33.75
60 bales	Peat Moss	4.50	270.00
5 tons	Commercial Tankage	65.00	325.00
		Subtotal	$ 2,359.25
		10% Engr. & Cont.	235.92
		Total	$ 2,595.17

Length 0.860 mile
Cost per mile $ 3,017.64

SUMMARY OF FUNDS REQUESTED

Item	Total Cost	Federal Aid Funds	State Funds
Within City	$ 703.45	$ 429.00	$ 274.45
Outside City	2,595.17	1,581.00	1,014.17
	$ 3,298.62	$ 2,010.00	$ 1,288.62

State Funds for Construction: Chap. 173, laws 1917; Chap. 31, laws 1920; Chap. 529, laws 1939

State Funds for Maintenance: Chap. 529, laws 1939

Oregon State Highway Department   Federal Aid Project No. 56-E (2)

SOUTH UNIT, ALBANY SECTION OF THE PACIFIC HIGHWAY EAST IN LINN COUNTY

(Estimate to accompany plans and specifications. Not as basis for project agreement.)

Salem, Oregon, July 2, 1940

Work Within City of Albany (Sta. 450+00 to 468+14.3)

All	Required	Clearing and Grubbing		$ 90.00
10	hours	Grading and Sloping	$ 6.00	60.00
200	cu. yds.	Excavating and Placing Topsoil	.40	80.00
400	yd. mi.	Hauling Topsoil	.12	48.00
All	Required	Furnishing and Planting Trees and Shrubs (2%)		300.00
1.75	acres	Preparation for Seeding	15.00	26.25
1.5	acres	Seeding Areas to Grass and Alfalfa	20.00	30.00
10	bales	Peat Moss	4.00	40.00
1	ton	Commercial Tankage	50.00	50.00
			Subtotal	$ 724.25
			10% Engr. & Cont.	72.42
			Total	$ 796.67

Length	0.343 mile
Cost per mile	$ 2,322.65

Work Outside City (Sta. 468+14.3 to 513+90)

All	Required	Clearing and Grubbing		$ 240.00
90	hours	Grading and Sloping	$ 6.00	540.00
400	cu. yds.	Excavating and Placing Topsoil	.40	160.00
800	yd. mi.	Hauling Topsoil	.12	96.00
All	Required	Furnishing and Planting Trees and Shrubs (8%)		1,200.00
3.25	acres	Preparation for Seeding	15.00	48.75
0.9	acres	Seeding Areas to Clover	15.00	13.50
1.6	acres	Seeding Shoulders to Grass and Clover	20.00	32.00
2.25	acres	Seeding Areas to Grass and Alfalfa	20.00	45.00
60	bales	Peat Moss	4.00	240.00
5	tons	Commercial Tankage	50.00	250.00
			Subtotal	$ 2,865.25
			10% Engr. & Cont.	286.52
			Total	$ 3,151.77

Length	0.860 mile
Cost per mile	$ 3,664.84

SUMMARY OF FUNDS REQUESTED

Item	Total Cost	Federal Aid Funds	State Funds
Within City	$ 796.67	$ 486.00	$ 310.67
Outside City	3,151.77	1,924.00	1,227.77
	$ 3,948.44	$ 2,410.00	$ 1,538.44

SOUTH UNIT, ALBANY SECTION

PROJECT NO. FA 56-E (2)

All necessary right of way has been acquired for this project.

R. H. BALDOCK
State Highway Engineer

By

S. H. Probert
Office Engineer

July 2, 1940

56-E-2

FEDERAL WORKS AGENCY
PUBLIC ROADS ADMINISTRATION
DISTRICT ONE

MONTANA
OREGON
WASHINGTON

POST OFFICE BUILDING
PORTLAND, OREGON

July 3, 1940.

Mr. R. H. Baldock,
State Highway Engineer,
Salem, Oregon.

Dear Sir:

P.S.& E. documents for Oregon Federal Aid Project No. 56-E (2), the south unit of the Albany Section of the Pacific Highway, have today been recommended for approval, subject to final review and approval by the Commissioner of Public Roads. This is your authority for advertising.

Prompt submission of the bid tabulation and agreement estimate will be appreciated.

Very truly yours,

W. H. LYNCH
District Engineer

By F E Andrews
F. E. Andrews
Sr. Highway Engineer

DeSart

RECEIVED
OCT - 6 1941

FEDERAL WORKS AGENCY
PUBLIC ROADS ADMINISTRATION
DISTRICT ONE

MONTANA
OREGON
WASHINGTON

POST OFFICE BUILDING
PORTLAND, OREGON

October 3, 1941

Mr. R. H. Baldock
State Highway Engineer
Salem, Oregon

Dear Sir:

Final inspection of Oregon SN-FAP 56-D (3), Albany Section of the Pacific Highway East ______, was made by a representative of this office on September 11, 1941.

Prompt submission of the final voucher will be appreciated.

Very truly yours,

W. H. LYNCH
District Engineer

By L. J. Caufield
L. J. Caufield
Sr. Highway Engineer

Jon

D. DeSart

RECEIVED
OCT - 1 1941
FOR FILING

56-15-3

September 23, 1941

General Casualty Company of America
Dooley & Company
Board of Trade Building
Portland, Oregon

Gentlemen:

You are advised that it is the intention of the State Highway Commission to make semi-final payment to E. L. Gates, on contract No. 2342, covering Roadside Improvement on the Albany Section of the Pacific Highway East, in Linn County. This payment, in the amount of $3,612.79, will be made on or after October 3, 1941. The retained percentage is $1,440.03.

The state is not advised of any unpaid claims for labor or materials, or of the existence of any claims, debts, dues, or demands incurred in the performance of such work and remaining unsatisfied, and you are advised that the state assumes no responsibility for any such claims should there be any.

Kindly acknowledge receipt of this letter.

Very truly yours,

OREGON STATE HIGHWAY COMMISSION

By

Secretary

RS

NOTED
D. DeSart

Form E-1—5M—5-40

P-

OREGON STATE HIGHWAY COMMISSION

FIELD ENGINEER'S WEEKLY REPORT

FOR CONSTRUCTION PROJECTS ONLY

56-D-3

For Week Ending August 9, 1941

Section Albany

Kind of work Roadside Improvement

Highway Pacific East

Section prefix 22-1107

Contractor E.L.Gates

Contract number 2342

Date of contract July 18, 1940

Date of completion June 30, 1941

Date work started August 2, 1940

Estimated date of completion August 12, 1941

Amount of contract $45,544.00

Per cent of time elapsed 100+ %

Estimated cost of completed project, exclusive of engineering $48,500

Per cent of contract completed, based on total contract price 100 %

Engineering cost to date, $3075, 6.7 %

Date project was completed , 19

General information covering progress of work by party and by contractor, important development, instructions to contractors, instructions from Division Engineers, exchanges in personnel of party, etc.:

Contractor continued maintenance of lawn north of the overcrossing. It is expected that the job will be ready for acceptance the first of next week.

NOTED
RAY WEBBER

H.H. HACKETT

RECEIVED
AUG 11 1941
DIVISION ENGINEER

RECEIVED
AUG 11 1941

Signed

Address Albany.

Mail original copy to Salem and duplicate copy to Division Engineer on Saturday of each week, retain triplicate copy for your own file

	GRADING	SURFACING	MAINTENANCE MATERIALS	OIL AND BITUMINOUS MACADAM	PAVING
Miles in project					
Miles partially completed					
Miles completed					
Total estimated quantities					
Estimated quantities moved or placed to date					
Average daily quantities					
Average daily quantities necessary to complete project on time					
Number shifts per day	1				
Hours per shift	8				
Average force on project for week	1				

Percentages of men employed on contract to be secured from: .... County, ...%; .... County, ...%;

.... County, ...%; .... County, ...%

	NUMBER USED AND SECURED FROM					CONTRACTOR'S KEY MEN, ETC.	TOTAL
	COUNTY	COUNTY	COUNTY	COUNTY	OTHER SOURCES		
Men	1						1
Men and teams							
Men and trucks under 3 tons							
Men and trucks over 3 tons							
Men and tractors							

Equipment used during week: Shovels ...., Power graders ...., Rollers ...., Mixers ...., Crushing or screening plants ...., ...

Compressors ...., Bulldozers ...., Sheet-foot rollers ...., ..., ..., ...

	WEATHER	HRS. DELAY	CAUSE OF DELAY
Sunday	Fair all week		
Monday			
Tuesday			
Wednesday			
Thursday			
Friday			
Saturday			

RECEIVED

FEDERAL WORKS AGENCY
PUBLIC ROADS ADMINISTRATION

UNITED STATES DEPARTMENT OF AGRICULTURE
BUREAU OF PUBLIC ROADS
DISTRICT No. 1

POST OFFICE BUILDING
PORTLAND, OREGON

IN YOUR REPLY PLEASE REFER TO FILE NO.
Stencil No. 124
Ore. FAP 56-D (3)
Albany Section
Pacific Highway East

January 18, 1941

56-1-3

Mr. R. H. Baldock
State Highway Engineer
Salem, Oregon

Dear Sir:

We are forwarding herewith, for your files, an executed copy of the ____________ project agreement and certificate for the above numbered project.

Very truly yours,

W. H. LYNCH
District Engineer

By T. M. Davis
T. M. Davis
Sr. Highway Engineer

Encls.

Iron

RECEIVED

FEDERAL WORKS AGENCY
PUBLIC ROADS ADMINISTRATION

UNITED STATES DEPARTMENT OF AGRICULTURE
BUREAU OF PUBLIC ROADS
DISTRICT No. 1

POST OFFICE BUILDING
PORTLAND, OREGON

IN YOUR REPLY PLEASE REFER TO FILE No.

Stencil No. 124
Ore. FAP 56-D (3)
Albany Section
Pacific Highway East

January 18, 1941

56-[illegible]-3

Mr. R. H. Baldock
State Highway Engineer
Salem, Oregon

Dear Sir:

We are forwarding herewith, for your files, an executed copy of the ________________ project agreement and certificate for the above numbered project.

Very truly yours,

W. H. LYNCH
District Engineer

By T M Davis
T. M. Davis
Sr. Highway Engineer

Encls.

Ton

Wayfer-8853

Form P. R. 2

State Oregon

Federal Aid Project No. 56-D(3)

PROJECT AGREEMENT

MEMORANDUM OF AGREEMENT made this 18th day of December, 1940

by and between The Oregon State Highway Commission, constituting

for the purpose hereof, the Highway Department of the State of Oregon hereinafter called the Highway Department, and the Federal Works Administrator, hereinafter called the Administrator, under and pursuant to the provisions of the act of Congress approved July 11, 1916 (39 Stat., 355), entitled "An Act to provide that the United States shall aid the States in the construction of rural post roads, and for other purposes," and of the act approved November 9, 1921 (42 Stat., 212), entitled "An Act to amend the Act entitled 'An Act to provide that the United States shall aid the States in the construction of rural post roads, and for other purposes,' approved July 11, 1916, as amended and supplemented, and for other purposes," and acts amendatory thereof or supplementary thereto:

Whereas the Highway Department of said State submitted on the 27th day of January, 1939, a revised project statement, which was approved on the 5th day of April, 1939, for the proposed construction of a project consisting of the road hereinafter described; and

Whereas the Highway Department, in accordance with the rules and regulations promulgated for the administration of the Federal Highway Act, has furnished surveys, plans, specifications, and estimates for Section D(3) of said project which were recommended for approval by the District Engineer of the Public Roads Administration on the 31 day of July 1940; and

Whereas the Administrator has certified to the Secretary of the Treasury his approval of said surveys, plans, specifications, and estimates, and the sum of twenty-three thousand, two hundred ten and 00/100 dollars ($23,210.00) as the share of the United States payable under said act on account of Section D(3) of said project, which does not exceed the authorized Federal pro rata share of the approved total estimated cost thereof:

Now, therefore, in consideration of the premises and of the several promises to be faithfully performed by each, as hereinafter set forth, the Highway Department and the Administrator do hereby mutually agree as follows:

10—11370

FUNDS AT THE DISPOSAL OF THE HIGHWAY DEPARTMENT

Article I. Funds for the use of the Highway Department in the construction of said project have been made available in the following manner, to wit:

(*a*) By the State from Chap. 175, laws 1917; Chap. 31, laws 1920; Chap. 529, laws 1939. (Include date and citation of act of legislature by which authorized)

(*b*) From other sources (State how placed under direct control of Highway Department)

ROAD EMBRACED IN PROJECT

Article II. This agreement covers the following highway as described in detail in said surveys, plans, and specifications:

Between survey station 419+25 the southerly end of Section E(2) of said project, at Lafayette Street, and survey station 450+00, the north end of Section E(2) of said project, near Ellsworth Street; all in the town of Albany, (excepting therefrom those portions between survey stations 427+20 and 432+72 and 441+13 and 442+53)

, length 0.451 of a miles in Linn County,

being Section D(3) of Oregon Federal Aid Roadside Improvement. project No. 56, consisting of

0.451 of a miles of ~~roadway and bridges, each of more than 20 feet clear span~~

~~of a mile in length.~~

C-8

CHARACTER AND METHOD OF CONSTRUCTION

ARTICLE III. The Highway Department will construct or cause to be constructed to final completion said project, in strict compliance with said plans and specifications, which are made a part hereof, under its direct supervision, which shall include adequate inspection throughout the course of construction, subject at all times to inspection and approval by the Administrator or his agents, and in accordance with the laws of said State, the rules and regulations of the Administrator, and the following conditions:

(*a*) It is agreed that the construction work on the project shall be performed by contract, unless the performance thereof by force account shall be approved by the Administrator or his authorized representatives. Such construction work as may be performed by force account shall be paid for on the basis of the units of work performed at the unit prices set forth in the estimate as approved by the Administrator, except that where the total actual cost is ascertained to be less than the estimate so approved the total Federal payments shall not exceed the Federal pro rata share of such total actual cost.

UNITED STATES PRO RATA SHARE OF THE COST OF SAID PROJECT

ARTICLE IV. The United States pro rata share of the value of the labor and materials which shall be actually put into the construction of Section D(3) of said project shall not in any event exceed the sum of twenty-three thousand, two hundred ten and 00/100 dollars ($23,210.00), certified to the Secretary of the Treasury as above mentioned, which does not exceed the authorized Federal pro rata share of thirty-eight thousand, forty-seven and 07/100 dollars ($38,047.07), the approved total estimated cost of Section D(3) of said project.

PAYMENTS

ARTICLE V. As the construction of said project progresses, the Administrator shall from time to time draw warrants on the Secretary of the Treasury for the payment to State Treasurer
(Official or depository)
hereby designated by the Highway Department for that purpose and authorized under the laws of said State to receive public funds of the State of Oregon (Name) of such sums as shall not, together with previous payments, exceed the United States pro rata share, as above specified, of the value, as determined by the Administrator after inspection and approval, of the labor and materials which have actually been put into said construction work in compliance with the requirements of Article III hereof.

The Administrator reserves the right to withhold such sum as he may deem necessary to insure completion of construction in compliance with said plans and specifications.

MAINTENANCE OF PROJECT

ARTICLE VI. The Highway Department will maintain said project in compliance with said acts of July 11, 1916, and November 9, 1921, out of funds which have been or will be made available therefor by said State in the manner herein set forth, to wit: Chap. 529, laws 1939.
(Include reference to statute authorizing funds and probable amount annually available)

The Highway Department will use every means within its power to insure proper and permanent maintenance of said project, and to that end will provide for the constant making of needed repairs to preserve a smooth-surfaced highway.

Showing of authority of the Highway Department to execute agreements will be found in the agreement for project No. 112.

In witness whereof the parties have hereunto affixed their signatures, the Highway Department on the day and year first above written and the Administrator on the ______ day of JAN 4 1941, 19__

OREGON STATE HIGHWAY COMMISSION
(Official title of Highway Department)

By Henry F Cabell

Chairman, State Highway Commission
(Title of officer)

By ______

Member, State Highway Commission
(Title of officer)

By ______

Member, State Highway Commission
(Title of officer)

By ______

______
(Title of officer)

By ______

______
(Title of officer)

FEDERAL WORKS ADMINISTRATOR,

By ______
Acting Commissioner of Public Roads.

Form PR. 3—Revised

FEDERAL WORKS AGENCY
PUBLIC ROADS ADMINISTRATION

CERTIFICATE OF APPROVAL OF PLANS, SPECIFICATIONS, AND ESTIMATES

(Under "An Act to provide that the United States shall aid the States in the construction of rural roads, and for other purposes," approved July 11, 1916, and acts amendatory thereof and supplementary thereto.)

To

The Secretary of the Treasury, and

The State Highway Department of the State of Oregon

Pursuant to the acts above cited, I hereby certify—

First. That in accordance with the provisions of said acts, I have approved the plans, specifications, and estimates submitted by the State Highway Department of the State of Oregon for the construction of a highway designated in the records of this Agency as Federal Aid ~~P~~roject No. 56-D(3) State of Oregon

Second. That in accordance with said provisions I have approved the sum of $ 38,047.07 as the total estimated cost of said project, and the sum of $ 23,210.00 as the share of the United States, payable under said acts on account of such project, which does not exceed the authorized Federal pro rata share of said total estimated cost.

Done at the city of Washington, this .... day of JAN 4 1941

one thousand nine hundred and ....

Federal Works Administrator,

By ....
Acting Commissioner of Public Roads.

U. S. GOVERNMENT PRINTING OFFICE 16—10130

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CHECK SERVICE DESIRED OTHERWISE MESSAGE WILL BE SENT AT FULL RATE			
DOMESTIC		FOREIGN	
FULL RATE	☒	FULL RATE	☐
DAY LETTER	☐	CDE RATE	☐
NIGHT LETTER	☐	URGENT	☐
SERIAL	☐	DEFERRED	☐
RESERVATION	☐	NIGHT LETTER	☐
TOUR-RATE	☐	SHIP RADIO	☐

COPY
POSTAL TELEGRAPH—CABLE CO.
TELEGRAM

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SALEM OREGON DECEMBER 20 1940

E L GATES

TRAIL OREGON

RETEL ALBANY PROJECT CHECK WILL BE MAILED WITHIN FOUR DAYS

H B GLAISYER
SECRETARY STATE HIGHWAY COMMISSION

(COLLECT)

O.K.

SECY OREGON STATE HIGHWAY COMMISSION
:SALEM ORE=

ADVISE COLLECT WHEN CHECK COVERING ESTIMATE FOUR ALBANY PROJECT WAS MAILED=

E L GATES.

STANDARD TIME INDICATED

RECEIVED AT
373 STATE STREET
PHONE 3060
SALEM - OREGON

TELEPHONE YOUR TELEGRAMS
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THIS IS A FULL RATE TELEGRAM, CABLEGRAM OR RADIOGRAM UNLESS OTHERWISE INDICATED BY SYMBOL IN THE PREAMBLE OR IN THE ADDRESS OF THE MESSAGE. SYMBOLS DESIGNATING SERVICE SELECTED ARE OUTLINED IN THE COMPANY'S TARIFFS ON HAND AT EACH OFFICE AND ON FILE WITH REGULATORY AUTHORITIES.

Form 16

R21 11=TRAIL ORE 20 1055A
SECY OREGON STATE HIGHWAY COMMISSION= 1940 DEC 20 AM 11 28
:SALEM ORE=

ADVISE COLLECT WHEN CHECK COVERING ESTIMATE FOUR ALBANY PROJECT WAS MAILED=

E L GATES.

[illegible]

UNITED STATES DEPARTMENT OF AGRICULTURE
BUREAU OF PUBLIC ROADS
DISTRICT No. 1

POST OFFICE BUILDING
PORTLAND, OREGON

FEDERAL WORKS AGENCY
PUBLIC ROADS ADMINISTRATION

(Stencil #28)

IN YOUR REPLY PLEASE REFER TO FILE No. Oregon FAP 56-D (3)
Albany Overcrossing Sec.
Pacific Highway East

November 26, 1940

Mr. R. H. Baldock
State Highway Engineer
Salem, Oregon

Dear Sir:

We are forwarding herewith two copies of proposed project agreement for signature and return to this office.

Enclosed is an approved copy of the detail estimate, upon which the agreement was based, together with approved copy of specifications.

Very truly yours,

W. H. LYNCH
District Engineer

By L J Caufield
L. J. Caufield
Sr. Highway Engineer

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5E-A-3

November 2, 1940

Mr. W. H. Lynch
District Engineer
Public Roads Administration
P. O. Box 3900
Portland, Oregon

Dear Sir:

Herewith are enclosed seven copies of estimate as basis for project agreement for the Albany Overcrossing Section, Project No. FA 56-D (3).

Very truly yours,

R. H. BALDOCK
Chief Engineer

By

S. H. Probert
Office Engineer

Dictated by J. W. Nash/ER

Encl.

Oregon State Highway Department   Federal Aid Project No. 56-D (3)

ALBANY OVERCROSSING SECTION OF THE PACIFIC HIGHWAY EAST IN LINN COUNTY

(Estimate as basis for project agreement. Based on low bid prices.)

Salem, Oregon, October 14, 1940

All Required		Clearing and Grubbing and Cleaning Up		$ 123.00
1,000	sq. yds.	Removal of Old Pavement	$ .20	200.00
400	lin. ft.	Removal of Curbs	.10	40.00
1	only	Removal of Catch Basins	5.00	5.00
1	only	Adjusting Catch Basins	10.00	10.00
110	hours	Grading and Sloping	3.50	385.00
325	sq. yds.	Cement Rubble Masonry Pavement	3.00	975.00
590	lin. ft.	6" Porous Drain Tile	.60	354.00
20	lin. ft.	12" Concrete Pipe	1.50	30.00
130	lin. ft.	36" Corr. Iron Pipe	6.00	780.00
2	only	Concrete Catch Basins	35.00	70.00
190	lin. ft.	Concrete Curbs	.75	142.50
All Required		Automatic Irrigating System		10,096.00
11,000	cu. yds.	Excavating and Placing Topsoil	.50	5,500.00
16,000	yd. mi.	Hauling Topsoil	.12	1,920.00
All Required		Furnishing and Planting Trees, Shrubs and Vines (2%)		8,330.00
1.0	acre	Preparation for Seeding	20.00	20.00
10.0	acres	Seeding Lawn Areas to Vetch	10.00	100.00
0.6	acre	Seeding Areas to Clover	15.00	9.00
0.25	acre	Seeding Areas to Grass and Alfalfa	15.00	3.75
10.0	acres	Lawn Construction	400.00	4,000.00
260	bales	Peat Moss	4.50	1,170.00
5.0	tons	Commercial Tankage	65.00	325.00
			Subtotal	$ 34,588.25
			10% Engr. & Cont.	3,458.82
			Total	$ 38,047.07

Length 0.451 mile

Cost per mile $ 84,361.57

Federal Aid Funds- $ 23,210.00

State Funds- 14,837.07

$ 38,047.07

State Funds for Construction: Chap. 175, laws 1917; Chap. 31, laws 1920;
Chap. 529, laws 1939

State Funds for Maintenance: Chap. 529, laws 1939

Oregon State Highway Department Federal Aid Project No. 56-D (3)

ALBANY OVERCROSSING SECTION OF THE
PACIFIC HIGHWAY EAST IN LINN COUNTY

(Estimate to accompany plans and specifications. Not as basis for project agreement.)

Salem, Oregon, July 2, 1949

All Required		Clearing and Grubbing		$ 120.00
1,000	sq. yds.	Removal of Old Pavement	$ .40	400.00
400	lin. ft.	Removal of Curbs	.20	80.00
1	only	Removal of Catch Basins	5.00	5.00
1	only	Adjusting Catch Basins	10.00	10.00
110	hours	Grading and Sloping	6.00	660.00
325	sq. yds.	Cement Rubble Masonry Pavement	2.00	650.00
590	lin. ft.	6" Porous Drain Tile	.50	295.00
20	lin. ft.	12" Concrete Pipe	1.50	30.00
130	lin. ft.	36" Corr. Iron Pipe	6.50	845.00
2	only	Concrete Catch Basins	40.00	80.00
190	lin. ft.	Concrete Curbs	.80	152.00
All Required		Automatic Irrigating System		9,800.00
11,000	cu. yds.	Excavating and Placing Topsoil	.40	4,400.00
16,000	yd. mi.	Hauling Topsoil	.12	1,920.00
All Required		Furnishing and Planting Trees, Shrubs and Vines (85%)		12,750.00
1.0	acres	Preparation for Seeding	15.00	15.00
10.0	acres	Seeding Lawn Areas to Vetch	10.00	100.00
0.6	acres	Seeding Areas to Clover	15.00	9.00
0.25	acres	Seeding Areas to Grass and Alfalfa	20.00	5.00
10.0	acres	Lawn Construction	200.00	2,000.00
260	bales	Peat Moss	4.00	1,040.00
5.0	tons	Commercial Tankage	50.00	250.00
			Subtotal	$ 35,616.00
			10% Engr. & Cont.	3,561.60
			Total	$ 39,177.60

Length 0.451 mile

Cost per mile $ 86,868.29

Federal Aid Funds -	$ 8,600.00
State Funds -	30,577.60
	$ 39,177.60

ALBANY OVERCROSSING SECTION

PROJECT NO. FA 56-D (3)

All necessary right of way has been acquired for this project.

R. H. BALDOCK
State Highway Engineer

By

S. H. Probert
Office Engineer

July 2, 1940

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AUG 16 1940
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56-29-3

August 16, 1940

Mr. E. L. Gates
Trail, Oregon

Dear Sir:

We are sending you today by express, for your records and files, a copy of Contract No. 2342 which was awarded to you by the State Highway Commission on July 18, 1940, covering roadside improvement of the Albany Section of the Pacific Highway East, in Linn County.

This particular copy of the contract was signed by you in the place for the signature of the Chairman of the Commission. We eradicated your signature and completed execution of the copy. If you will sign it in the proper place it will become a fully executed copy, as are our copies.

Very truly yours,

STATE HIGHWAY COMMISSION
By

Secretary

DGD:MBL

FORM 5-K-1 5M 4-39

COMMISSIONERS
HENRY F. CABELL, CHAIRMAN, PORTLAND
E. B. ALDRICH, PENDLETON
HURON W. CLOUGH, CANYONVILLE

H. B. GLAISYER, SECRETARY

R. H. BALDOCK
STATE HIGHWAY ENGINEER
J. M. DEVERS
ATTORNEY
J. W. DeSOUZA
ASSISTANT ATTORNEY

OREGON STATE HIGHWAY COMMISSION
SALEM

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AUG 13 1940
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56-D-3

August 12, 1940

General Casualty Company of America,
General America Building,
Seattle, Washington.

Gentlemen:

Under separate cover I have returned to you two copies of the agreement executed by the State of Oregon, by and through its State Highway Commission, and E. L. Gates for highway construction in Linn County, Oregon, which is contract No. 2342.

These copies are returned to you with the request that you attach to the bond the seal of the bonding company and then return the two copies to me. Our third copy has already been sent out to the contractor and the fourth copy I am informed you retained in your office.

Please give this matter your early attention and return the instruments as quickly as possible.

Yours very truly,

J. M. DEVERS

JMD:PW

cc D. DeSart

NOTED
H. B. GLAISYER

NOTED
D. G. DeSart

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56-3-3

July 20, 1940

Mr. E. L. Gates
Trail, Oregon

Dear Sir:

We are sending to you today, by parcel post, four copies of Contract No. 2342 which was awarded to you by the State Highway Commission on July 18, 1940, for roadside improvement on the Albany Section of the Pacific Highway East in Linn County.

Will you kindly execute all four copies of this contract as to agreement and bond and return them to this office for approval by the Highway Commission. When this is done a fully executed copy will be returned to you for your records and files. We will also send an executed copy to the surety on your bond.

Your special attention is called to the provision under Section 5, page 14, of the General Provisions, relating to the Workmen's Compensation Act. You are expected to accept the terms of this Act and to carry on your work under this contract in strict conformance therewith.

Very truly yours,

STATE HIGHWAY COMMISSION

By

DD:AM

Secretary

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JUL 22 1940
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[illegible]

July 20, 1940

Mr. E. L. Gates

Trail, Oregon

Dear Sir:

The State Highway Commission on July 18, 1940, awarded you the contract for 3.8 miles roadside improvement on the Albany Section of the Pacific Highway East, in Linn County. This award was based on your low bid of $45,544.00 submitted on that date.

Contract forms will be sent to you for execution within the next few days.

Very truly yours,

STATE HIGHWAY COMMISSION

By

Secretary

AM

cc - Mr. S. H. Probert
Mr. C. S. Paxson

COMMISSIONERS
HENRY F. CABELL, CHAIRMAN, PORTLAND
E. B. ALDRICH, PENDLETON
HURON W. CLOUGH, CANYONVILLE

H. B. GLAISYER, SECRETARY

R. H. BALDOCK
STATE HIGHWAY ENGINEER
SALEM
C. B. McCULLOUGH
ASSISTANT STATE HIGHWAY ENGINEER
SALEM

OREGON STATE HIGHWAY COMMISSION
SALEM

IN REPLY PLEASE
REFER TO FILE NO.

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July 19, 1940

NOTED
Asst. State Highway Engineer

Mr. W. H. Lynch
District Engineer
Public Roads Administration
P. O. Box 3900
Portland, Oregon

Dear Sir:

Receipt is acknowledged of your letter of July 15th which comments on the several phases of the preliminary development plans for the Albany Roadside Improvement project which should be corrected on the final drawings. The limited information contained in the sketch plans submitted together with the preliminary analysis to your office on June 10th, has we believe been fully corrected in our final plans for complete details of the various phases of the construction were clearly and fully indicated. Paragraph three on the first page of the letter we received suggests including details which should show typical cross sections at intersections and at various points along the higher cut and fill slopes. This suggestion was fully carried out for the exact rounding out and flattening of the many warped surface areas so prevalent along the entire project was considered as a fundamental requirement to the appearance of the finished work and typical sections were accordingly shown.

In paragraph three, apparently a misunderstanding has arisen regarding the topsoil borrow-pit. The topsoil pit is not located in the vicinity of the project, but the fill quantities for the grading construction were removed from a roadside area in such a way as to form a pleasing and interesting shore line for the completed pond shown in the drawings. While some of the lake shore banks are only two to one slopes, the larger share are much less steep, particularly above the water-line, and these varying slope gradients are to now be rounded and shaped to blend in a graceful undulating manner. It is fully intended that all the lake shore area fronting the newly located highway be so graded that these slopes can be mowed with mechanical mowing equipement. The far slope of the lake adjacent to the old highway is to be eventually allowed to become naturalized with native Oregon Grape, (Mahonia aquifolium), Sweetbrier, (Rosa rubiginosa), and Oceanspray, (Holodiscus ariaefolius).

Exception is taken in paragraph one, page two, to a trimmed hedge because of maintenance costs. We admit that an annual trimming will be required, but the effective screen higher than a ground cover was needed yet at the same time not too high to interfere with sight distance. The hedge material chosen is hardy and vigorous enough to soon establish itself even in the lean sub-soil conditions prevailing in this section of the project. The difficulty that had to be solved was to get a continuous barrier high enough to screen from view the centrally located drainage canal. During the long winter rainy season the bank slopes of this canal would be constantly under water, yet during the summer drought, the canal is practically dry. Because of the flooding conditions the slopes of the canal would be devoid of ground cover, and since the action of the current would soon remove or kill anything we might plant on these slopes, it was decided to screen out these barren slopes. The solution finally adopted was considered as our best solution for expensive guard rail or guide posts would not be necessary if a continuous hedge were installed.

In case of damage this hedge material would soon regrow, and no severe damage would have resulted to the motor vehicle such as might have occurred had it struck a more solid object. A continuous hedge would intercept the reflected glare of the opposing traffic lanes while the hedge color is so that during the season of poor visibility, its bright yellow-green color would be most easily distinguishable at night. During the plan stages, conferences were held with several staff officers to best solve this feature of the design, and the final selection was not made until all phases of the problem were carefully considered. As it is now planned, maintenance will consist of mowed shoulder slopes as far as the trimmed hedge. The area enclosed within the hedge however will be allowed to grow to natural pasture grasses, broken up with an occasional deciduous shade tree, and this hedge trimmed just high enough to insure adequate sight distances at the crossing points. Thus the hedge of just the right height to screen the ground surface simplifies the maintenance within the enclosed area, and this saving in mowing time throughout the grass growing season will more than offset the labor costs required for the annual hedge trimming.

Again in the second paragraph, on page two, the native Oaks are intended to conform to the Oaks indigenous to the immediate area and are botanically known as Quercus garryana. It has been our practice to place the botanical names on the drawings, but this has proven unsatisfactory to the various department officials, and it is now our policy to name the varieties by their common name on the drawings and then indicate both the botanical and common name in the specifications. Certainly to the average contractor and engineer, the plans are thus more readily understood while to the Landscape Engineer and the skilled Nurseryman the exact description is readily available in the contract documents.

Norway Maples are, in the opinion of this department, the most satisfactory tree for avenue planting available. In this instance they are used through the sub-divided areas where City development is most likely to occur in the next few years. Sidewalks and curbs are less effected by Norway Maple roots than any other specie of shade tree, and since it is highly smoke resistant, it was given our first choice. Perhaps this may not hold true for the eastern sections of the country, but western Oregon is decidedly favorable to this type of Maple. Oaks recommended by your letter were used however in the North unit of the project, but this northerly area is entirely away from the smoke of the freight yards and connects across open fields two large wooded areas which now predominate with native Oak clusters.

In paragraph three, page two, the planting intended was most complicated in character in which height, color and blossom time had to be considered in detail. In the preliminary presentation, no attempt was made to detail this scheme other than to indicate that the shrubs were to be located on the higher embankments as a decorative cover. It was feared a technical discussion would speedily become too involved, and that perhaps the detail arrangement might await the final selection as would have to be shown on the finished construction plans to be submitted.

In the last paragraph, page two, it is fully intended to allow the trees in the park area to grow before a more intensive parking area and picnic area is to be developed. The basic grading and sodding operations contemplated will nevertheless greatly simplify this future park work, and the recreational features such as benches, tables, outdoor fireplaces and other park appurtances can await the development of the natural tree groves already existing. It is hoped that the public will respond to this type of roadside development for much careful study and effort was required to transform what might have been an otherwise unsightly abandoned borrow pit.

On page three, mention was made of planting Mugho Pine trees at station 500. It is our intention to keep this dwarf-like tree well below the height where sight distance interference would create a hazard. By topping the young trees, the Mugho variety can be made to spread, and it was our intention merely to screen out the ditch bank around the headwall structure protecting the culvert at this point. It happens to come on the inside as well as at the very beginning of the curve, and for that reason it was considered desirable. At present second street is wholly unimproved, and until such time as traffic may demand, we feel the Mugho Pine should be allowed to remain.

Trusting these comments more fully define how our proposals indicated on the preliminary sketch plan are to be more fully and completely detailed on our final plans, I remain

Yours very truly,

R. H. BALDOCK
STATE HIGHWAY ENGINEER

H. G. Smith
Construction Engineer

By

George H. Otten
Landscape Engineer

GHO:FF
cc to:

R. H. Baldock
H. G. Smith

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OCT 9 1940
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56-E-2

FEDERAL WORKS AGENCY
PUBLIC ROADS ADMINISTRATION
DISTRICT ONE

MONTANA
OREGON
WASHINGTON

POST OFFICE BUILDING
PORTLAND, OREGON

July 18, 1940

Mr. R. H. Baldock
State Highway Engineer
Salem, Oregon

Dear Sir:

This is to confirm our verbal concurrence in award of contract, as of this date, for Oregon Federal Aid Projects Nos. 56-D (3), 56-E (2) and 56-F (2), Albany Section of the Pacific Highway East, to E. L. Gates, Trail, Oregon, who submitted the low bid.

Very truly yours,

W H Lynch

W. H. LYNCH
District Engineer

Iron

57-[illegible]

FEDERAL WORKS AGENCY
PUBLIC ROADS ADMINISTRATION
DISTRICT ONE

MONTANA
OREGON
WASHINGTON

POST OFFICE BUILDING
PORTLAND, OREGON

July 3, 1940

Mr. R. H. Baldock
State Highway Engineer
Salem, Oregon

Dear Sir:

P.S.& E. documents for Oregon Federal Aid Project No. 56-D (3), the Albany Overcrossing Section of the Pacific Highway, have today been recommended for approval, subject to final review and approval by the Commissioner of Public Roads. This is your authority to advertise for bids.

Prompt submission of the bid tabulation and agreement estimate will be appreciated.

Very truly yours,

W. H. LYNCH
District Engineer

By
F. E. Andrews
Sr. Highway Engineer

COMMISSIONERS
HENRY F. CABELL, CHAIRMAN, PORTLAND
E. B. ALDRICH, PENDLETON
HURON W. CLOUGH, CANYONVILLE

H. B. GLAISYER, SECRETARY

R. H. BALDOCK
STATE HIGHWAY ENGINEER
SALEM
C. B. McCULLOUGH
ASSISTANT STATE HIGHWAY ENGINEER
SALEM

OREGON STATE HIGHWAY COMMISSION
SALEM

IN REPLY PLEASE
REFER TO FILE NO.

July 1, 1940

Mr. W. H. Lynch
District Engineer
Public Roads Administration
P. O. Box 3900
Portland, Oregon

NOTED
State Highway Engineer

RE: Report and Analysis of the Albany Roadside Improvement Project.

Dear Sir:

The Albany roadside improvement being submitted for your approval consists of three sections, namely, the North Albany unit section, the Albany Overcrossing section and the South Albany section. These combined units extend well beyond the northerly and southerly city boundary limits and are a single continuous project.

The new location of Pacific Highway 99E through Albany involves an extensive overcrossing development with a series of approach ramps to the existing street system. The areas within the loops of the various ramps offer a fine opportunity for demonstrating embankment control, and this has been accomplished by means of ground cover planting, shrubs and trees. The project starts northerly of the North Albany section at engineers station 311+20 and ends at the southerly end of the South Albany section at engineers station 513+90, a total length of 3.84 miles.

From the very inception of the Albany project, the Landscape Engineers have cooperated with the Construction Engineers in planning for a complete and comprehensive landscape project. On the northerly end beyond the city boundary a borrow pit was located of suitable filler material through which flowed a small creek designated as Cox Creek. This material was selected to make the necessary embankment fills required for the construction of the overhead crossing approaches and deflecting ramps. When the quantities of fill material were determined, the borrow-pit limits were designed so that with a pre-determined water elevation a suitable shoreline to a proposed lake would be accomplished. On the present highway a wooden bridge over Cox Creek is to be replaced with a dirt fill and a concrete culvert suitably equipped with spillways is to be constructed so that the waters thus impounded will form the lake. This lake site will then become an attractive roadside rest area and by means of water completely hide an otherwise unsightly roadside borrow pit. By topsoiling the banks above the water's edge and seeding these slopes to grass, the entire scene will be naturalistic in appearance for all the surrounding trees and shrubs of value were protected during the grading operations. The bridge crossing Cox Creek was also studied so as to blend in with this scene, and the metal handrail used does not block out any of the vista especially attractive from this vantage point. Drainage ditches into the lake have likewise received especial study, and these are stone flagged with cemented joints so that no erosion is effected on the lake banks where these drains enter into the lake basin. The planting around the lakeshore was added to be in keeping with the natural surroundings so that all traces of man's handiwork will eventually be concealed.

Just South of the Lake the two lane highway merges into a four lane highway, and an avenue of Oaks borders this portion of the roadway which blends in perfectly with the native Oaks of the surrounding countryside. This then is the introduction to the more artificial treatment of the overpass structures, and here the treatment is a mass arrangement of garden shrubs on the steeper embankments and lawns on those portions of the ramp areas where the grades are moulded into the surrounding street system. Since the material for thee fills is pit run gravel, these filled sections are unable to sustain a water table, and in order to make growth survive, these areas are provided with an automatic irrigation system. Consequently no garden hose ever need be dragged across sidewalks or pavements, and all watering needs can be carried on between midnight and dawn with the least amount of distraction to the passing traffic.

South of the overcrossing structures an avenue planting of Maples is used to form the transition between the artificial and natural setting. Where the highway becomes divided, the tree planting is again naturalistic with the exception of the hedge treatment which frames out the central drainage canal between the two traffic lanes. This hedge likewise conceals headlight glare from the opposing traffic and should likewise serve as a fine traffic guide under poor visibility conditions.

More specifically the project covers all the requirements of a comprehensive landscape project as set forth in your memorandum of August 7, 1939 as follows:

1. The project includes many hundred hours of grading and levelling work by tractor dozers, as well as many man hours of hand grading the areas to be topsoiled. A topsoil borrow pit, ten acres in size, was acquired last year consisting of a fine alluvial deposit, and the surface area of this field has been plowed and fallowed all season in order to kill out the weed content. Tests indicate that this soil deposit is uniformly fertile to a depth of six feet so the method of loading is adapted to the use of power shovels.

2. The obliteration of the large borrow-pit by hiding the construction scars under the lake surface has already been described, and this present project merely contemplates adding the finishing touches to a roadside feature that has already been carried out in detail since the first grading contract was undertaken.

The obliteration of old graveled roads and abandoned pavements is likewise contemplated under this project as more fully indicated in the detailed plans.

3. The soil improvement will be done by merely adding bacteria forming fertilizers and peat moss to the topsoil deposit above mentioned. Commercial tankage furnishes all the needed ingredients to produce abundant plant food.

4. The planting of trees and shrubs and ground covers is extensive and utilizes both the native flora as well as quantities of commercially grown trees and shrubs.

5. All construction scars will be seeded out throughout the length of the project, and this treatment will blend and harmonize throughout the entire project with the immediately adjoining terrain.

6. Rest areas are abundantly supplied around the northerly end of the project, while on the southerly end extra widths of right of way provide turnouts where shade trees have been provided. The landscape treatment of this project while quite extensive is not excessive in costs when compared to the costs of the various structural features of the project and is justified at this time for unless the slopes are protected, surface erosion would soon become dangerous to the elevated road surfaces and other highway structures.

Enclosed are a series of seven pictures of the project in triplicate which illustrate the present development of the work as follows

1. This picture illustrates the northerly end of the North unit project and shows the view in a southerly direction at approximate engineers station 314. The fringe of trees has been saved on the left to act as a screen to the old pavement.

2. This view looking toward the South shows the borrow pit. The future water surface will be well up towards the top of the rounded slope. The wooded area to the left shows the rest area at the bridge. The picture was taken at approximate engineers station 340.

3. This picture looking in a southerly direction was taken at approximate engineers station 417, and it shows the fill and approach ramps to the railroad overcrossing. It is the side slopes of these rock fills where embankment planting and topsoiling is contemplated.

4. This view looking northerly from engineers station 442 shows the nature of the erosion control problem. The ground cover used on this embankment is dwarf Scotch Heather. The gravel sub-soil is clearly indicated. The surplus soil shown above the bridge rail is to be used in rounding out the toe of the slope.

5. This picture shows the approach to the Lyons Street underpass, and the height is indicated from the figures shown in the picture. The trees are Maples and are the remnant of the trees formerly in the park square fronting the railroad depot. The size of the embankments to be controlled are clearly indicated.

6. This picture taken at engineers station 482 shows the beginning of the divided highway lanes. The contemplated avenue of Maple trees will offer a welcome shade in this area.

7. This picture taken at approximate engineers station 488 shows the drainage canal between the two traffic lines. By means of a hedge screen this canal will be screened from view, and the area inside the hedge will be treated to informal groups of shade trees.

The above analysis is accordingly submitted to your consideration.

Yours very truly,

R. H. BALDOCK
STATE HIGHWAY ENGINEER

H. G. Smith
Construction Engineer

By

George E. Otten
Landscape Engineer

GEO:FF
cc to:

H. G. Smith
S. H. Probert

FORM 5-A-1 6M 4-39

COMMISSIONERS
HENRY F. CABELL, CHAIRMAN, PORTLAND
E. B. ALDRICH, PENDLETON
HURON W. CLOUGH, CANYONVILLE

H. B. GLAISYER, SECRETARY

R. H. BALDOCK
STATE HIGHWAY ENGINEER
SALEM

C. B. McCULLOUGH
ASSISTANT HIGHWAY ENGINEER
SALEM

OREGON STATE HIGHWAY COMMISSION
SALEM

IN REPLY PLEASE
REFER TO FILE NO.

Albany
Projects
Landscaping

June 10, 1940.

Mr. Wm. H. Lynch,
District Engineer,
Public Roads Administration,
P. O. Box 3900,
Portland, Ore.

Dear Sir:

I am submitting herewith a preliminary sketch of the proposed roadside improvement of the combined highway sections as follows:-

The North Unit Albany Section, the Albany overcrossing Section and the South Unit Albany Section, of the Pacific Highway East in Linn County Oregon. The length of the project is 3.84 miles.

From the sketch submitted it is at once apparent that the proposed improvement is a complete and comprehensive roadside project. At the north end of the project a huge borrow pit was excavated to procure the fill materials required for the various overhead crossings and their connecting ramps. The fill material was largely a gravel formation, and while it was classed as suitable for topping rock, it could hardly be classed as a material to encourage plant life. For that reason a 10 acre top-soil pit was purchased so that the rock slopes of the high fills and the cut banks of the borrow pit could be top-soiled with suitable soil so as to hide all traces of construction scars.

The sides of the borrow pit are sloped not less than a 2 to 1 slope and it is intended to grass these slopes to the water's edge of the proposed lake which will be formed by a low earth dam. This earth dam construction however, is not a part of this contract and will be built by the bridge department to replace a wooden bridge on the present highway. The outline of the future lake has been carefully studied and planned in advance of construction so as to present with its naturalistic surroundings a most pleasing and welcome roadside area. The proposed project includes all the requirements of a comprehensive roadside project and while the project does include areas within the city proper, nevertheless the very nature of the construction calls for a suitable landscape development so as to conform this new construction to the immediate surroundings of the lawns and gardens through or over which the new highway route passes.

This project contemplates extensive landscape grading, removal of old pavement on abandoned streets, top-soiling of fill slopes and cut banks as previously indicated, the generous planting of trees, vines, hedges and shrubs, the seeding of grasses and planting of ground covers, and finally the establishment of turn out and rest areas along the proposed lake shore.

In addition an automatic underground irrigation is contemplated for the plaza areas on either side of the over-crossing structures. The roadside planting will require moisture not only because of the height of the fill slopes but because of the nature of the gravel fill material ground storage of water is impossible.

The improvement then as contemplated would finally show an entire construction project in which the cooperation of both the engineering and landscaping would be comprehensively demonstrated.

Respectfully submitted

R. H. BALDOCK,
STATE HIGHWAY ENGINEER.
H. G. Smith,
Construction Engineer.

cc. R. H. Baldock!

By

George H. Otten,
Landscape Engineer.

GHO/H

CONTRACT# 2343

122-1033 Sanderson Bridge-Crabtree Cr.Sec.
Albany-Lyons Secondary
#2243 1970

R.H. Baldock

122-1033

December 31st, 1941

NOTED
State Highway Engineer

COST ANALYSIS - FINAL REPORT

~~Sanderson Bridge-Crabtree Creek~~
Contract No. ~~2343~~
E. C. Hall, Contractor

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Albany-Lyons Secondary
Prefix 122-1033
R. A. Furrow, Resident Engineer

Item	Cost	Quantity	Unit Cost	Unit Bid	Gross Revenue
Clearing & Grubbing	$1,008.78	All			$1,700.00
Trench Excavation	440.65	356.7 cu. yd.	$1.23	$1.50	535.05
Excav., Single Class	3,457.66	25,220 " "	0.137	0.18	4,539.60
Truck Haul	626.82	5,773.4 yd. mi.	0.109	0.14	808.28
Finishing Roadbed & Slopes	319.16	2.61 Mi.	122.28	250.00	652.50
Rounding Cutbanks	24.16	362 lin. ft.	0.067	0.10	36.20
12" Concrete Pipe	513.22	546 " "	0.93	1.00	546.00
18" " "	791.02	384 " "	2.06	2.00	768.00
24" " "	226.50	78 " "	2.91	3.00	234.00
Salvaging Culvert Pipe	8.98	9 " "	1.00	1.00	9.00
Deliver & Drive Piling	311.49	20 each	15.58	15.00	300.00
Furnish Treated Piling	615.70	1,205 lin. ft.	0.51	0.60	723.00
Drive Piling	763.16	49 each	15.57	15.00	735.00
Treated Lumber	2,666.77	29.83 M-FBM	89.40	90.00	2,684.70
Class "A" Concrete	1,782.64	109.36 cu. yd.	16.30	18.00	1,968.48
Metal Reinforcement	1,286.50	21,435 lbs.	0.06	0.05	1,071.75
Copper in Water Stops	161.16	144 "	1.12	0.50	72.00
Concrete Handrail	1,315.88	370.5 lin. ft.	3.55	4.50	1,667.25
3"-0 Gravel in Base Course	16,075.29	34,588 cu. yd.	0.465	0.50	17,294.00
1"-0 Mat'l in Level "	3,205.20	2,671 " "	1.20	1.65	4,407.15
Sprinkling	426.44	592 M-Gal.	0.72	1.50	888.60
Preparation of Base	421.00	4.21 Mi.	100.00	100.00	421.00
Min. Agg. in Place	3,837.60	1,968 cu. yd.	1.95	2.25	4,428.00
RC-3 in Seal Coat	979.13	55.95 tons	17.50	18.00	1,007.10

son Bridge-Crabtree Creek Final Cost Analysis

Item	Cost	Quantity	Unit Cost	Unit Bid	Gross Revenue
Light Tar in Binder Course	$1,774.44	98.58 Tons	$18.00	$18.00	$1,774.44
Heavy Tar in Place	2,071.63	111.98 "	18.50	18.50	2,071.63
PA #1, Remove Old Culvert	225.00	All			225.00
PA #2, Move Garage	60.00	"			35.00
PA #2, Move & Rebuild Fence	153.71	153.71 Rods	1.00	1.00	153.71
PA #3, Cement Adjustment (Deduct)		11.5 Bbls.	2.53	2.53	- 29.10
PA #4, 3/4"-½" Cr. Gravel in Stockpile	170.25	179.2 Cu. Yd.	0.95	1.25	224.00
PA #4, ½"-¼" " " "	120.65	127 " "	0.95	1.25	158.75
PA #4, ¼"-0 " " "	103.30	108.7 " "	0.95	1.00	108.70
	$45,943.89				$52,218.19

Gross Revenue	$52,218.19
Total Cost	45,943.89
Net Profit	$6,274.30

Net Profit Equals 12% of Gross Revenue

Sanderson Bridge-Crabtree
Contract 2343

Detail of Cost

Labor:

Supervision	$830.00	
Labor	9,218.76	
State Industrial Accident Insurance	502.44	
Unemployment Insurance	301.46	
Social Security	100.49	
		$10,953.15

Materials:

12" Concrete Pipe	546	lin. ft.	at	$0.71	$387.66	
18" " "	384	" "	"	1.60	614.40	
24" " "	78	" "	"	2.15	167.70	
Treated Piling	1,205	" "	"	0.49	590.45	
" Lumber	30.233	M-FBM	"	60.00	1,813.98	
Cement	250	bbl.	"	2.53	632.50	
Concrete Aggregate	197½	cu. yd.	"	1.25	247.05	
Metal Reinforcement	28,806	lbs.	"	0.038	1,094.63	
Copper Water Stop	144	"	"	1.00	144.00	
						5,692.37

Equipment Rental & Misc. Expense:

Equipment Rental	$9,576.10	
Gas, Oil & Grease	3,642.29	
Small Tools & Misc. Supplies	2,145.28	
Lumber	77.96	
Freight & Cartage	128.60	
Bond	522.18	
Main Office & Overhead	1,155.00	
		17,247.41

Work Done by Harry Hamilton:

Deliver & Drive Piling	20	each	at	$15.00	$300.00	
Drive Treated Piling	49	"	"	15.00	735.00	
Place Treated Lumber	29.83	M-FBM	"	25.00	745.75	
Place Class "A" Concrete	109.36	cu. yd.	at	10.00	1,093.60	
" Reinforcing Steel	21,435	lbs.	"	0.02	428.70	
" Copper Water Stop	144	"	"	0.10	14.40	
" Concrete Hand Rail	370.5		"	2.50	926.25	
						4,243.70

Sanderson Bridge-Crabtree
Detail of Cost (Cont'd)

Work Done by J. C. Compton:

1"-0 in Binder	758 cu. yd.	at $0.525	$397.95	
Preparation of Base	4.21 Mi.	" 100.00	421.00	
Place Mineral Aggregate	1,968 cu. yd.	" 1.125	2,214.00	
RC-3 in Seal Coat	55.95 ton	" 17.50	1,007.10	
Light Tar in Binder Course	98.58 ton	" 18.00	1,774.44	
Heavy Tar in Place	111.98 "	" 18.50	2,071.63	
Less Bond			- 78.86	
				$7,807.26

Cost Grand Total $45,943.89

Sanderson Bridge-Crabtree

REMARKS:

This contract was bid and awarded July 18th, 1940; work was started August 6th, and on December 15th, all work was complete with the exception of oiling. The oiling was done in May 1941, with final seal being applied in July, by J. C. Compton, and the project was completed July 5th, 1941.

The clearing and grubbing consisted of brush, and the work was done by hand.

The single class excavation was all of common material, and two 96 h.p. tractors with 12 cu. yd. scrapers were used.

Handling of all the bridge work was done under a sub-contract to Harry Hamilton with the contractor furnishing the materials.

The pit run gravel was taken from a bar in the Santiam River at Sanderson Bridge 0.5 miles west of the project. The material was loaded with a 1-3/4 cu. yd. shovel, hauled in 8 cu. yd. trucks and handled on the road with a blade and ten-ton roller.

For the 4,400 cu. yds. of crushed material the contractor moved in his semi-portable plant which for this set-up consisted of steel bunkers, 1 - 100 and 1 - 125 h.p. diesel motor, a 28" gyratory crusher and a scalping and oil screen. Production averaged 32½ cu. yds. an hour. The cost of loading and hauling to the plant was low as the shovel used in the pit was loading out base rock at the same time.

A fair profit is shown on this contract due to good equipment and organization combined with fair prices.

E. H. Clymer
Cost Analyst

RECEIVED
NOV 21 1941
FOR [illegible]

122-1033

R

November 19, 1941

E. C. Hall Company
1160 Grant Street
Eugene, Oregon

Gentlemen:

The State Highway Commission, at its meeting on October 17, 1941, granted you the extension of time requested from June 30 to July 5, 1941, without penalty, in connection with contract No. 2343 for surfacing, oiling and construction of bridges on the Sanderson Bridge-Crabtree Creek Section of the Albany-Lyons Secondary Highway, in Linn County.

Very truly yours,
STATE HIGHWAY COMMISSION

By

Secretary

MM

cc - F. B. Mason

R

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OCT 28 1941
FOR FILING

122-1033

October 28, 1941

Maryland Casualty Company
Hansen and Rowland, Inc.
1312 Public Service Building
Portland, Oregon

Gentlemen:

You are hereby notified that state highway contract No. 2343 for work on the Sanderson Bridge-Crabtree Creek Section of the Albany-Lyons Secondary Highway, in Linn County, has been completed by the contractor, E. C. Hall Company, and that final settlement will be made on or after November 7, 1941.

The state is not advised of any unpaid claims for labor or materials, or of the existence of any claims, debts, dues or demands incurred in the performance of such work and remaining unsatisfied, and you are advised that the state assumes no responsibility for any such claims should there be any.

This notice is served upon you since you appear as surety on the bond furnished by the above contractor. Kindly acknowledge receipt of this letter.

For your information we wish to advise that the total amount paid the contractor in connection with this contract will be $52,218.19, including final payment, and that no force account work was performed therein. This contract was completed on July 5, 1941, and accepted October 17, 1941, by the Commission.

Very truly yours,
STATE HIGHWAY COMMISSION

By

Secretary

MM

NOTED
D. C. DeSart

RECEIVED

R

122-1033

August 6, 1941

Maryland Casualty Company
Hansen & Rowland, Inc.
1312 Public Service Bldg.
Portland, Oregon

Gentlemen:

You are advised that it is the intention of the State Highway Commission to make semi-final payment to E. C. Hall Company, on contract No. 2343, for the Sanderson Bridge-Crabtree Creek Section of the Albany-Lyons Secondary, in Linn County. This payment, in the amount of $2,881.92, will be made on or after August 16. The retained percentage is $1,566.54.

The state is not advised of any unpaid claims for labor or materials, or of the existence of any claims, debts, dues, or demands incurred in the performance of such work and remaining unsatisfied, and you are advised that the state assumes no responsibility for any such claims should there be any.

Kindly acknowledge receipt of this letter.

Very truly yours,

OREGON STATE HIGHWAY COMMISSION

Secretary

RS

NOTED
D. DeSart

Form E-1—5M—5-40

OREGON STATE HIGHWAY COMMISSION
FIELD ENGINEER'S WEEKLY REPORT
FOR CONSTRUCTION PROJECTS ONLY

For Week Ending July 5, 1941

Section Sanderson Bridge-Crabtree Creek

Kind of work Grading, Surfacing, Oiling & Bridges

Highway Albany-Lyons Secondary

Section prefix 122-1033

Contractor E.C.Hall Co.

Contract number 2343

Date of contract July 18, 1940

Date of completion June 30, 1941

Date work started August 5, 1940

Estimated date of completion July 10, 1941

Amount of contract . . . . . . $ 47,632.00

Per cent of time elapsed 100 %

Estimated cost of completed project, exclusive of engineering . . . . $ 51,750

Per cent of contract completed, based on total contract price . 100 %

Engineering cost to date, $ 3500, 7.35 %

Date project was completed ...., 19....

General information covering progress of work by party and by contractor, important development, instructions to contractors, instructions from Division Engineers, exchanges in personnel of party, etc.:

The contractor applied the 2nd seal Wednesday and is now maintaining the roadbed. Upon completion of the maintainenance he will shape up the shoulders.

NOTED
RAY WEBBER

RECEIVED
JUL 7 - 1941
OFFICE OF
DIVISION ENGINEER
DIVISION NO. 2

RECEIVED
JUL 7 -
OFFICE OF

NOTED
VAN SCOY

Signed

Address Albany

Mail original copy to Salem and duplicate copy to Division Engineer on Saturday of each week, retain triplicate copy for your own file

	GRADING	SURFACING	MAINTENANCE MATERIALS	OIL AND BITUMINOUS MACADAM	PAVING
Miles in project	2.42	3.64		4.16	
Miles partially completed				4.16	
Miles completed	2.42	3.64			
Total estimated quantities	26,000	29,800			
Estimated quantities moved or placed to date	25,000	34,500			
Average daily quantities					
Average daily quantities necessary to complete project on time					
Number shifts per day				1	
Hours per shift				8	
Average force on project for week				25	

Percentages of men employed on contract to be secured from:

.... County, ...%; .... County, ...%; .... County, ...%; .... County, ...%

	NUMBER USED AND SECURED FROM					CONTRACTOR'S KEY MEN, ETC.	TOTAL
	COUNTY	COUNTY	COUNTY	COUNTY	OTHER SOURCES		
Men	17					3	20
Men and teams							
Men and trucks under 3 tons	8						8
Men and trucks over 3 tons							
Men and tractors							

Equipment used during week: Shovels 1, Power graders 1, Rollers 1, Mixers ...., Crushing or screening plants ....,

Compressors ...., Bulldozers ...., Sheet-foot rollers ...., 1 Distr. 1 Transport ...., ...

	WEATHER	HRS. DELAY	CAUSE OF DELAY
Sunday	Fair		
Monday	"		
Tuesday	"		
Wednesday	Cloudy		
Thursday	Fair		
Friday	"		
Saturday	"		

STATE PRINTING DEPT.

RECEIVED

R.H.Baldock

Cost Analysis to January 15, 1941
Sanderson Bridge-Crabtree Creek
Albany-Lyons Secondary Highway

Contract #2343
E. C. Hall, Contractor

Prefix 122-1033
R. A. Furrow, Resident Engineer

Item	Cost	Quantity	Unit Cost	Unit Bid	Gross Revenue
Clearing & Grubbing	$1,008.78	All			$1,700.00
Trench Excavation	440.65	330 cu. yd.	$1.33	$1.50	495.00
Excavation, Single Class	3,457.66	23,000 " "	0.15	0.18	4,140.00
Truck Haul	626.82	5,000 yd. mi.	0.13	0.14	700.00
Finish Roadbed & Slopes	319.16	2.0 Mile	159.58	250.00	500.00
Rounding Cutbanks	24.16	300 lin. ft.	0.08	0.10	30.00
12" Concrete Pipe	513.22	546 " "	0.93	1.00	546.00
18" " "	791.02	384 " "	2.06	2.00	768.00
24" " "	226.50	78 " "	2.91	3.00	234.00
Salvage Culverts	8.98	9 " "	1.00	1.00	9.00
Deliver & Drive Piling	311.49	20 each	15.58	15.00	300.00
Furnish Treated Piling	615.70	1,205 lin. ft.	0.51	0.60	723.00
Drive " "	763.16	49 Each	15.57	15.00	735.00
Treated Lumber	2,638.73	29.5 M-FBM	89.44	90.00	2,655.00
Class "A" Concrete	1,717.67	105 cu. yd.	16.33	18.00	1,890.00
Metal Reinforcement	1,409.18	24,000 lb.	0.06	0.05	1,200.00
Copper in Water Stops	161.16	144 "	1.12	0.50	72.00
Concrete Handrail	1,235.21	350 lin. ft.	3.52	4.50	1,575.00
3"-0" Pit Run Gravel Base	17,196.32	34,500 cu. yd.	0.49	0.50	17,250.00
1"-0" Level Course	2,103.67	1,900 " "	1.11	1.65	3,135.00
Sprinkling	359.61	590 M-Gal.	0.61	1.50	885.00
Material on Hand:					
1"-0" Level Course	550.89	800 cu. yd.	0.69	1.10	880.00
Mineral Aggregate	1,170.65	1,700 " "	0.69	1.15	1,955.00
	$37,650.39				$42,377.00

NOTED
State Highway Engineer

Gross Revenue	$42,377.00
Total Cost	37,650.39
Net Profit	$4,726.61

Net Profit Equals 11.1% of Gross Revenue

Sanderson Bridge-Crabtree

Detail of Cost

Labor:

Supervision	$830.00	
Labor	9,218.76	
State Industrial Accident	502.44	
Unemployment Insurance	301.46	
Social Security	100.49	
		$10,953.15

Materials:

12" Concrete Pipe	546	lin. ft.	at	$0.71	$387.66	
18" " "	384	" "	"	1.60	614.40	
24" " "	78	" "	"	2.15	167.70	
Treated Piling	1,200	" "	"	0.49	588.00	
" Lumber	29.5	M-FBM	"	61.00	1,799.50	
Cement	237	bbl.	"	2.53	599.61	
Concrete Aggregate	197	cu. yd.	"	1.50	295.50	
Metal Reinforcement	24,000	lb.	"	0.0368	883.20	
Copper	144	lb.	"	1.00	144.00	
						5,479.57

Sub-Contract - Harry Hamilton - Placing Bridge Materials:

Deliver & Drive Piling	20	at	$15.00	$300.00	
Drive Treated Piling	49	"	15.00	735.00	
Place Treated Lumber	29.5	"	25.00	737.50	
Place Class "A" Concrete	105 cu. yd.	at	$10.00	1,050.00	
Place Reinforcing Steel	24,000 lbs.	at	0.02	480.00	
Place Copper	144 "	"	0.10	14.40	
" Concrete Hand-rail	350 lin. ft.	at	2.50	875.00	
					4,191.90

Equipment Rental, Small Tools & Misc. Supplies:

Equipment Rental	$9,576.10	
Gas, Oil and Grease	3,642.29	
Small Tools & Misc. Supplies	2,105.65	
Main Office Expense	1,200.00	
Bond	423.77	
Lumber	77.96	
		17,025.77
		$37,650.39

Sanderson Bridge-Crabtree

REMARKS:

This contract was bid and awarded July 18th, 1940; work was started August 6th, and on December 15th, all work was complete with the exception of oiling.

The clearing and grubbing consisted of brush, and the work was done by hand.

The single class excavation was all of common material, and two 96 h.p. tractors with 12 cu. yd. scrapers were used.

Handling of all the bridge work was done under a sub-contract to Harry Hamilton with the contractor furnishing the materials.

The pit run gravel base was taken from a bar in the Santiam River at Sanderson Bridge 0.5 miles west of the project. The material was loaded with a 1-3/4 cu. yd. shovel, hauled in 8 cu. yd. trucks and handled on the road with a blade and ten-ton roller.

For the 4,400 cu. yds. of crushed material the contractor moved in his semi-portable plant which for this set-up consisted of steel bunkers, 1 - 100 and 1 - 125 h.p. diesel motors, a 28" gyratory crusher and a scalping and oil screen. Production averaged 32½ cu. yds. an hour. The cost of loading and hauling to the plant was low as the shovel used in the pit was loading out base rock at the same time.

A fair profit is shown on this contract due to good equipment and organization combined with fair prices.

E. H. Clymer
Cost Analyst

By . . J. D. Nelson

RECEIVED
SEP 5 1940
FOR FILING

122-1033

September 5, 1940

E. C. HALL COMPANY
1160 Grant Street
Eugene, Oregon

Gentlemen:

We are sending you today by express a fully executed copy of Contract No. 2343 which was awarded to you by the State Highway Commission on July 18, 1940, covering the surfacing, oiling, and construction of bridges on the Sanderson Bridge-Crabtree Creek Section of the Albany-Lyons Secondary Highway, in Linn County.

This copy is for your records and files. We are also sending an executed copy to the surety on your bond.

Very truly yours,

STATE HIGHWAY COMMISSION
By

Secretary

MEL

RECEIVED
SEP 5 1940
FOR FILING

122-1033

September 5, 1940

MARYLAND CASUALTY COMPANY
Hansen & Rowland, Local Agents
Washington Building
Tacoma, Washington

Gentlemen:

We are sending you today by express a fully executed copy of Contract No. 2343 which was awarded to E. C. Hall Company by the State Highway Commission on July 18, 1940, covering the surfacing, oiling, and construction of bridges on the Sanderson Bridge-Crabtree Creek Section of the Albany-Lyons Secondary Highway, in Linn County.

This copy is being sent you for your records and files inasmuch as you are surety for E. C. Hall Company, the contracting firm on this job.

Very truly yours,

STATE HIGHWAY COMMISSION
By

Secretary

MBL

RECEIVED
JUL 22 1940
FOR FIL

122-1033

July 22, 1940

E. C. Hall Company
1160 Grant Street
Eugene, Oregon

Gentlemen:

We are forwarding to you today, by express, four copies of Contract No. 2343 which was awarded to you by the State Highway Commission on July 18, 1940, for grading, surfacing, oiling and bridge construction on the Sanderson Bridge-Crabtree Creek Section of the Albany-Lyons Secondary Highway, in Linn County.

Will you kindly execute all four copies of this contract as to agreement and bond and return them to this office for approval by the Highway Commission. When this is done a fully executed copy will be returned to you for your records and files. We will also send an executed copy to the surety on your bond.

Your special attention is called to the provision under Section 5, page 14, of the General Provisions relating to the Workmen's Compensation Act. You are expected to accept the terms of this Act and to carry on your work under this contract in strict conformance thereto.

Your attention is also called to the paragraph on the second page of the Additional Special Provisions relating to the payment by the contractor of amounts due hospital associations, et cetera.

Very truly yours,

Secretary

DD:AH

RECEIVED
JUL 22 1940
FOR FILING

122-1033

July 20, 1940

E. C. Hall Company
1160 Grant Street
Eugene, Oregon

Gentlemen:

The State Highway Commission on July 18, 1940, awarded you the contract for 2.46 miles grading, 3.89 miles surfacing, 4.20 miles oiling, and construction of three bridges on the Sanderson Bridge-Crabtree Creek Section of the Albany-Lyons Secondary Highway, in Linn County. This award was based on your low bid of $47,632, using tar, submitted on that date.

Contract forms will be sent to you for execution within the next few days.

Very truly yours,

STATE HIGHWAY COMMISSION

By

Secretary

AM

cc - Mr. S. H. Probert
Mr. G. S. Paxson

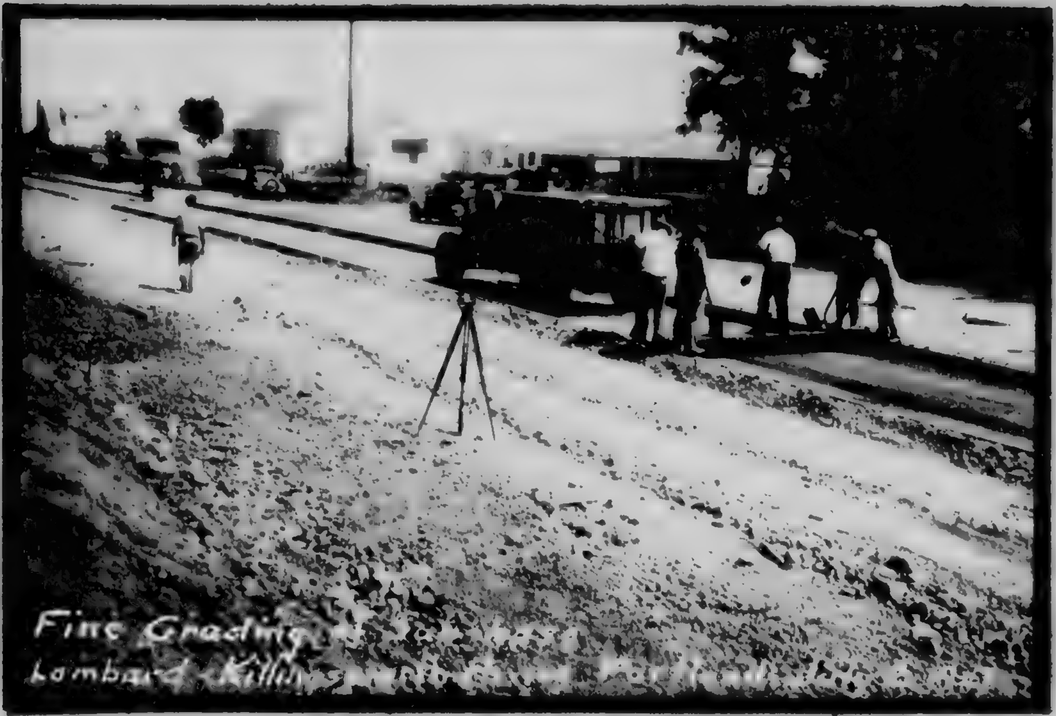
CONTRACT# [redacted] 2344

201-B-1 Lombard St.-Killingsworth 1940
Sec., Lombard St. & N. E.
#2344 Portland Secon. Folder #3

[illegible] Sample Hole at [illegible]
Lombard - Killingsworth Paving - Portland July 2. 1941

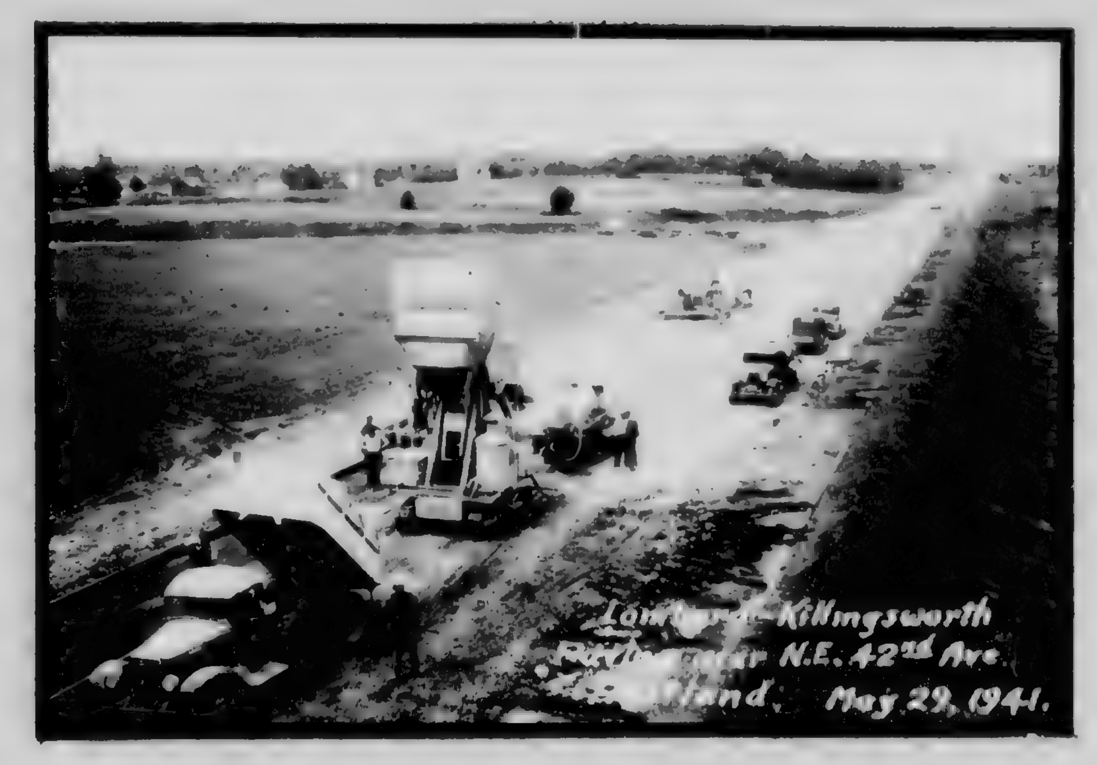
Taking Undisturbed Soil Samples

Undisturbed Soil Samples [illegible]

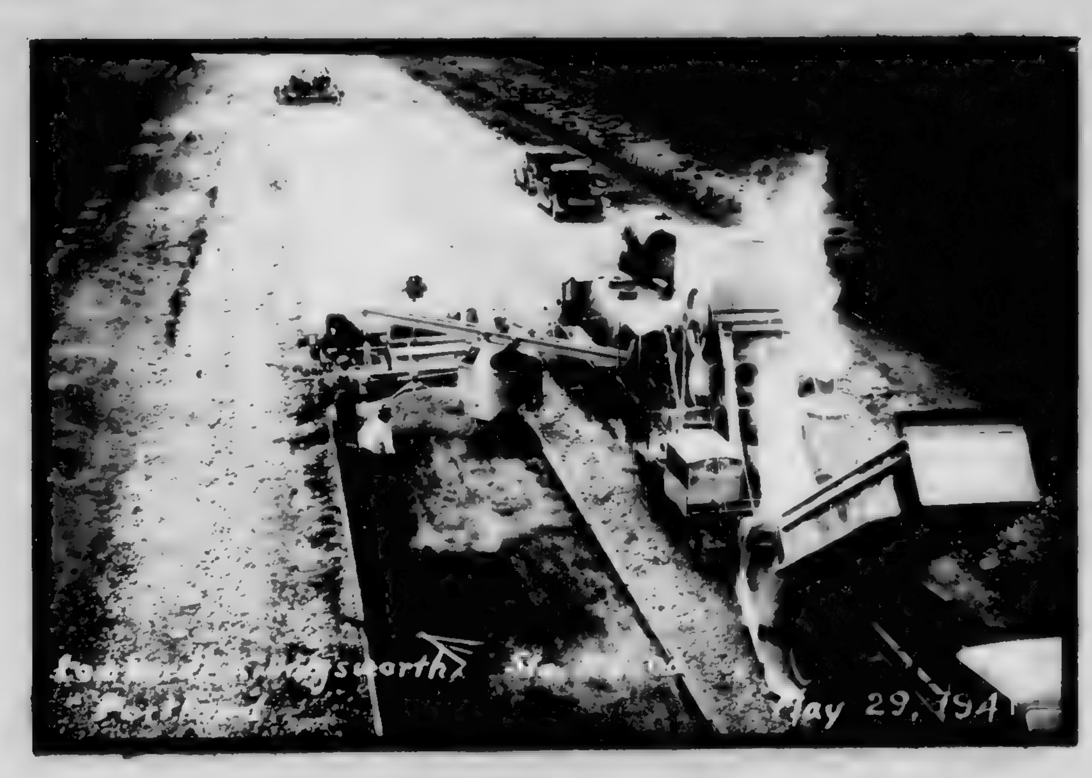


Fine Grading [illegible]
Lombard-Killingsworth [illegible]

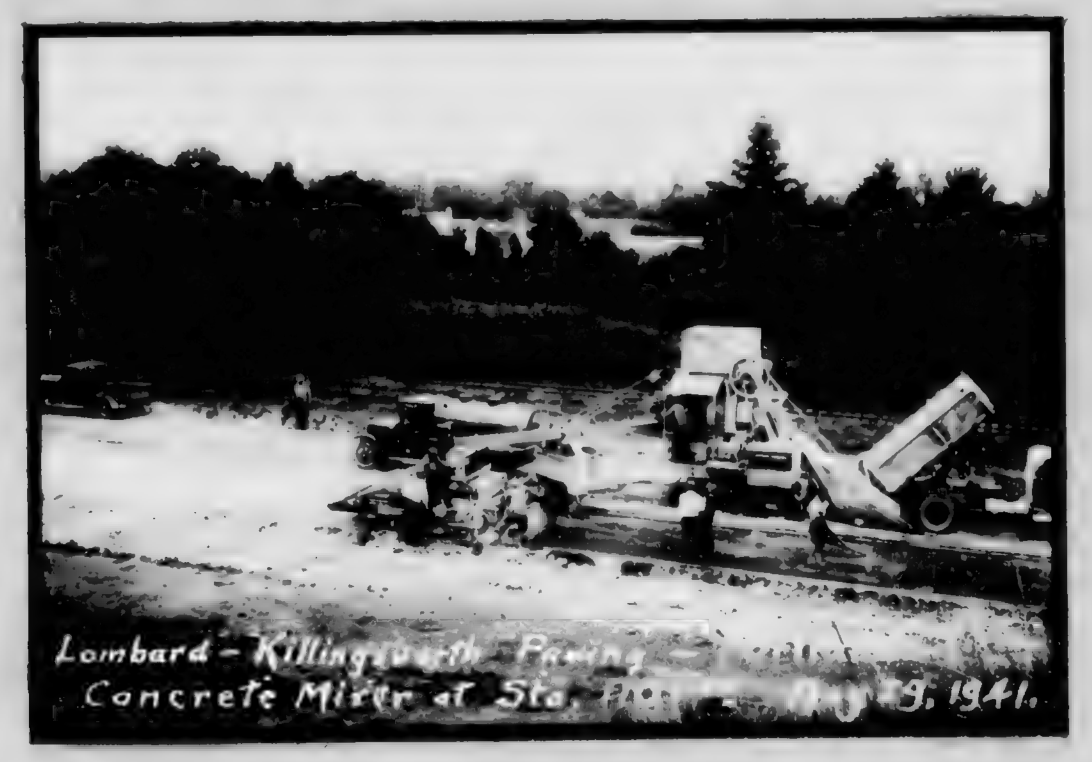
Grading and Rolling [illegible]
Lombard-Killingsworth [illegible]



Lombard-Killingsworth
Paving near N.E. 42nd Ave.
Portland, May 29, 1941.

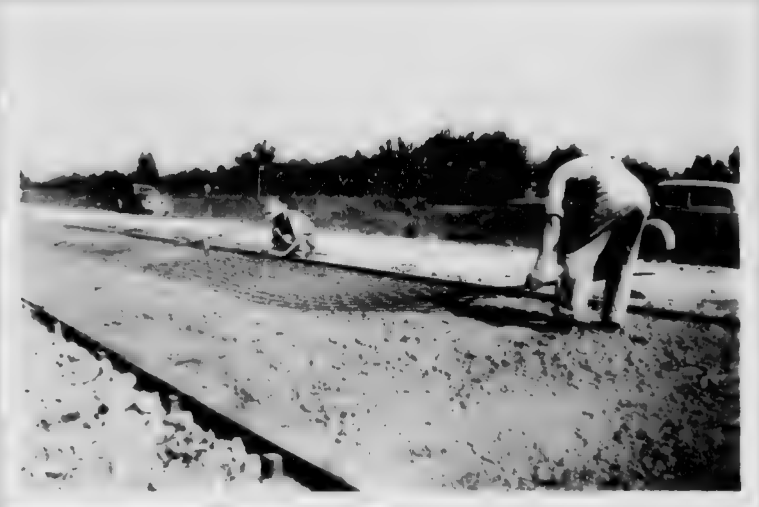


Lombard-Killingsworth Sta. [illegible]
Portland [illegible] May 29, 1941

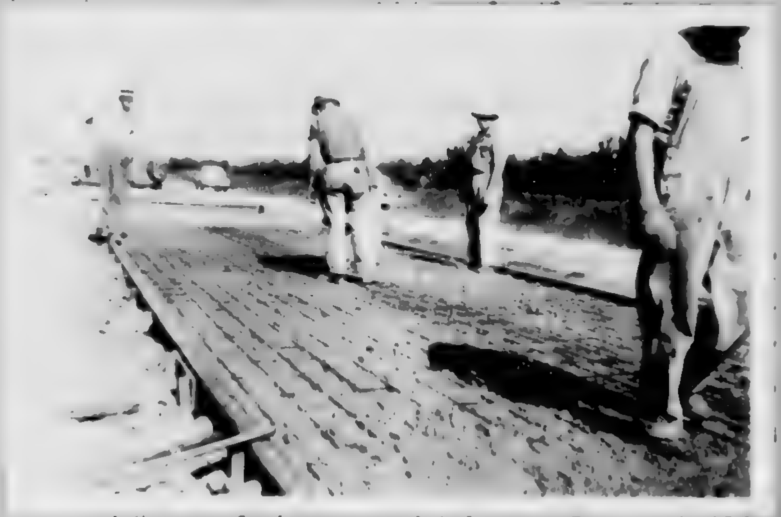


Lombard - Killingsworth Paving [illegible]
Concrete Mixer at Sta. [illegible] May 29, 1941.

Lombard - Killingsworth Pavement
Concrete and Mesh in Section 6 W.



Wires Transverse 21
" Longitudinal 13
6" x 12" mesh
No. 1 wires both ways,
6.9 lbs per 100 sq. ft.



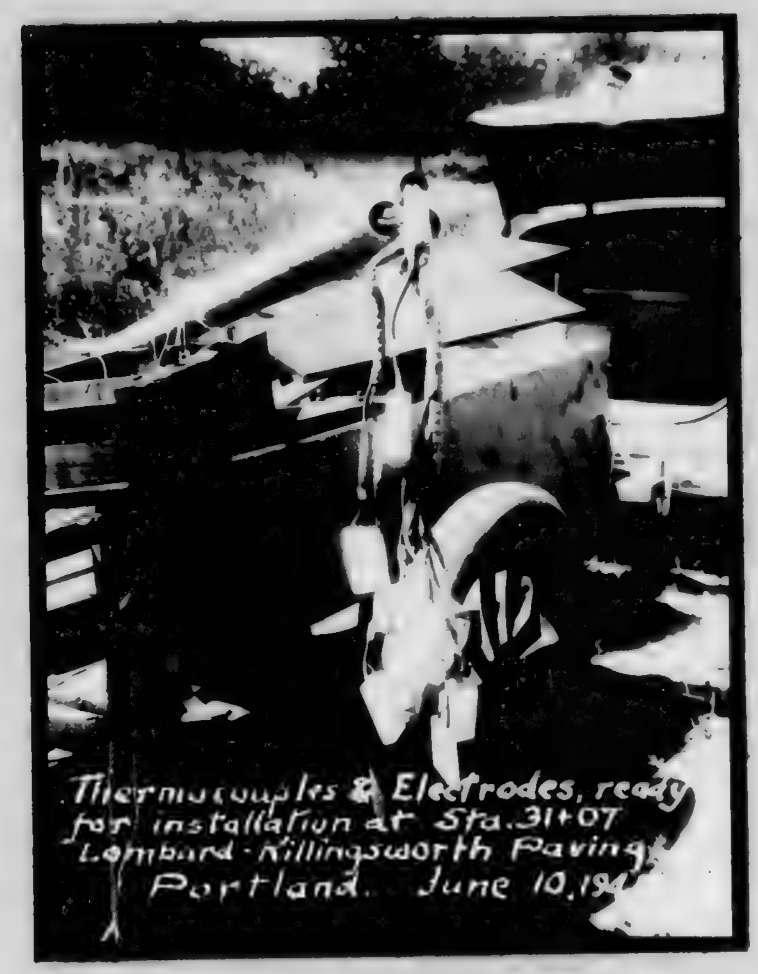
Photos by Bert Mann.
May 28, 1941.

[illegible] Puller
Lombard-Killingsworth [illegible] Portland [illegible]

[illegible] 203
[illegible] Portland July 8. 19[illegible]

Sprin[illegible]
Lo[illegible] [illegible] 8

Thermocouples & Electrodes
for Sta. 31+07. June 10, 1941



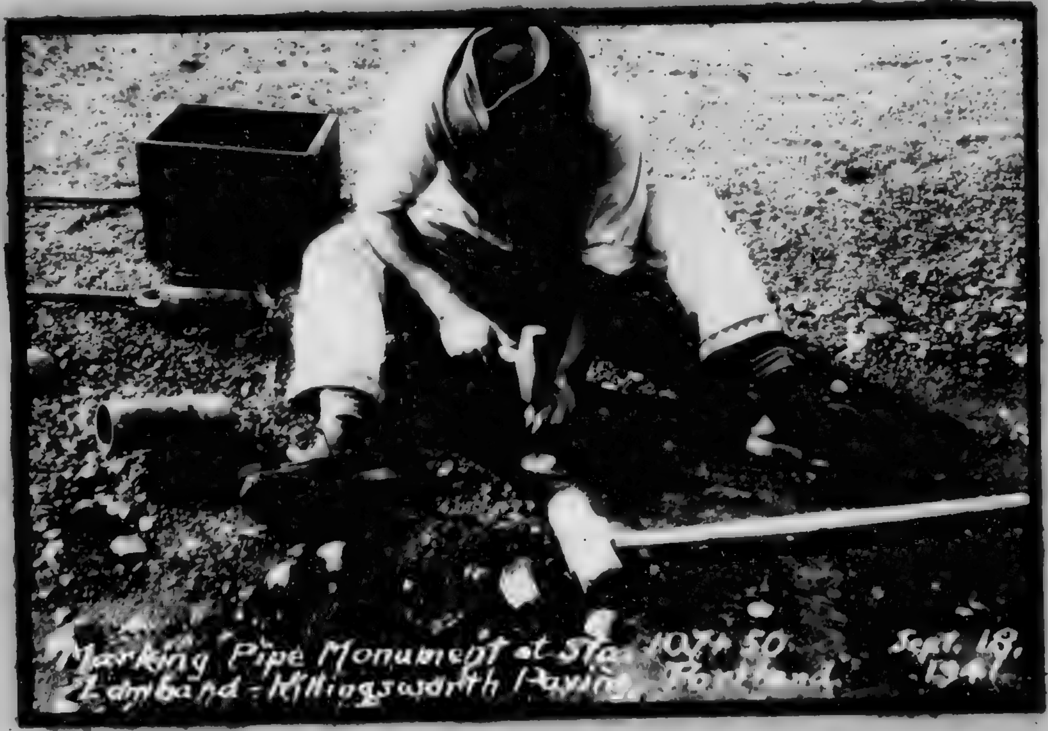
Thermocouples & Electrodes, ready
for installation at Sta. 31+07
Lombard - Killingsworth Paving,
Portland. June 10, 194

Thermocouples and Electrodes in position at
Sta. 31+07 [illegible]

Driving Pipe Monument
at Sta. 86+20.
N. Portland Paving
July 31, 1941.

[illegible]

Driving pipe monuments at Sta. 107+50 Sept. 18.
Lombard-Killingsworth Paving, Portland. 1941.

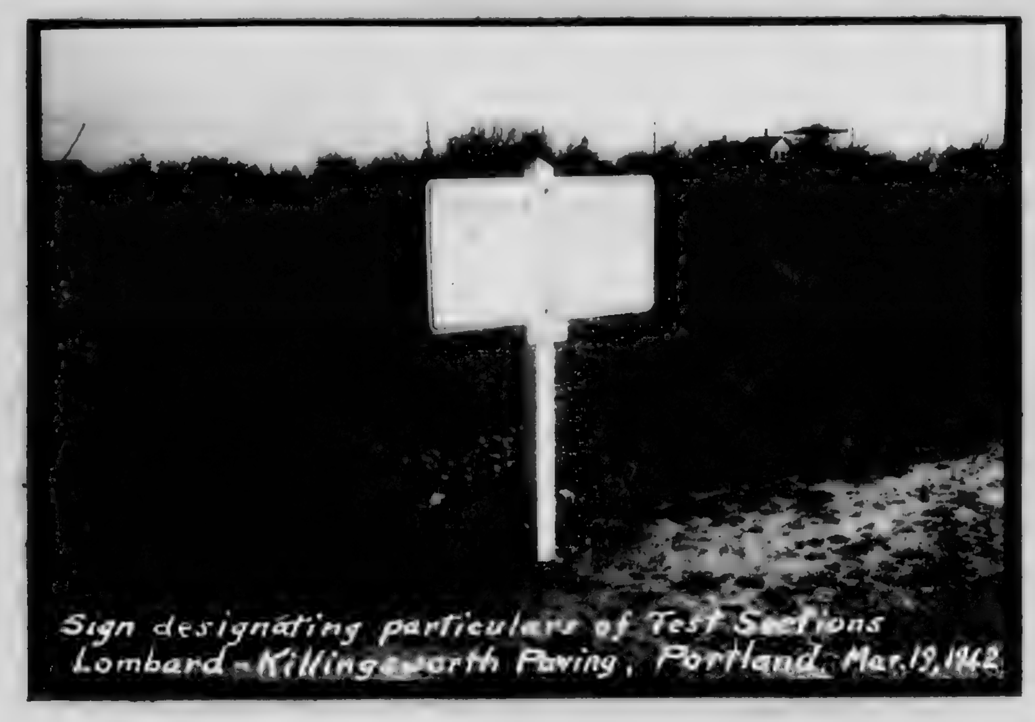


Marking Pipe Monument at Sta. 107+50 Sept. 18.
Lombard-Killingsworth Paving, Portland 1941

line Sta 54+00 Sept. 5
gsworth Paving, Portland. 1941.

r-line Sta. 54+00 Sept. 5
ingsworth Paving, Portland 1941.

Lombard - Killingsworth [illegible]
Sign designating Section Mar. 12, 1941.

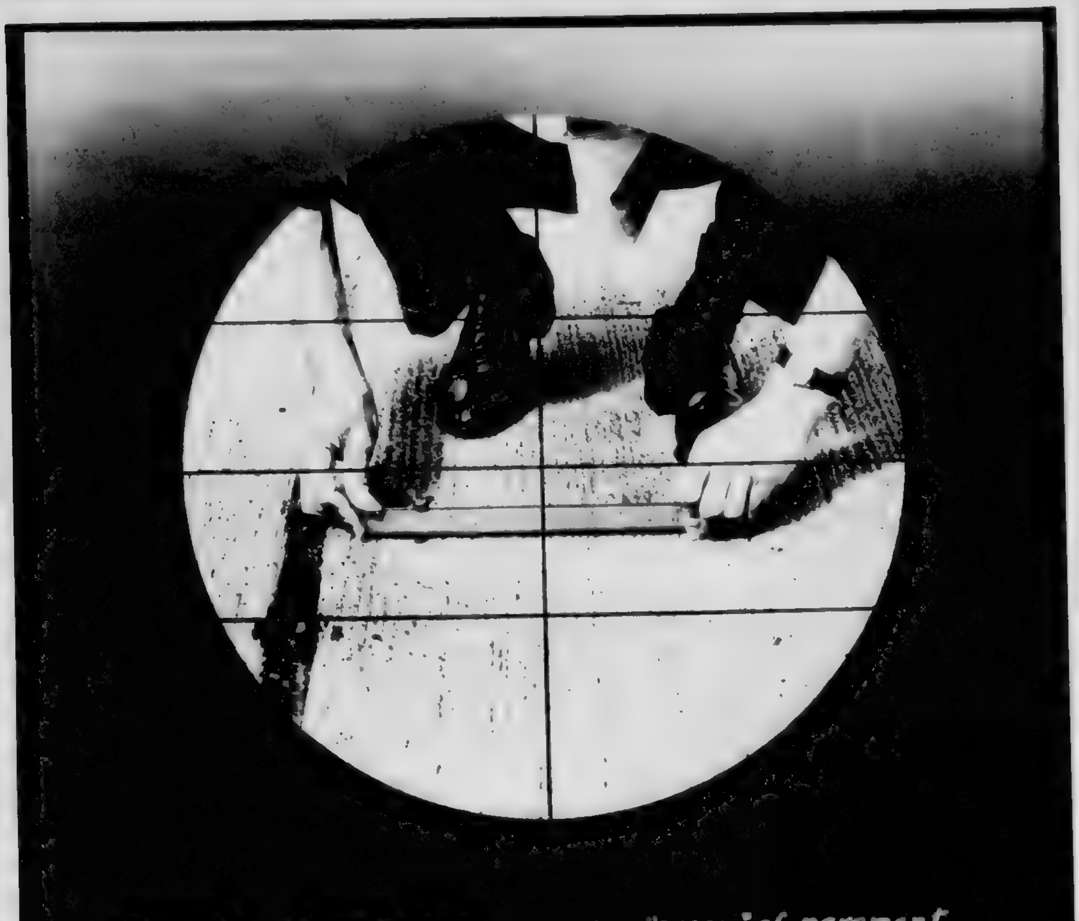


Sign designating particulars of Test Sections
Lombard - Killingsworth Paving, Portland. Mar. 19, 1942.

10

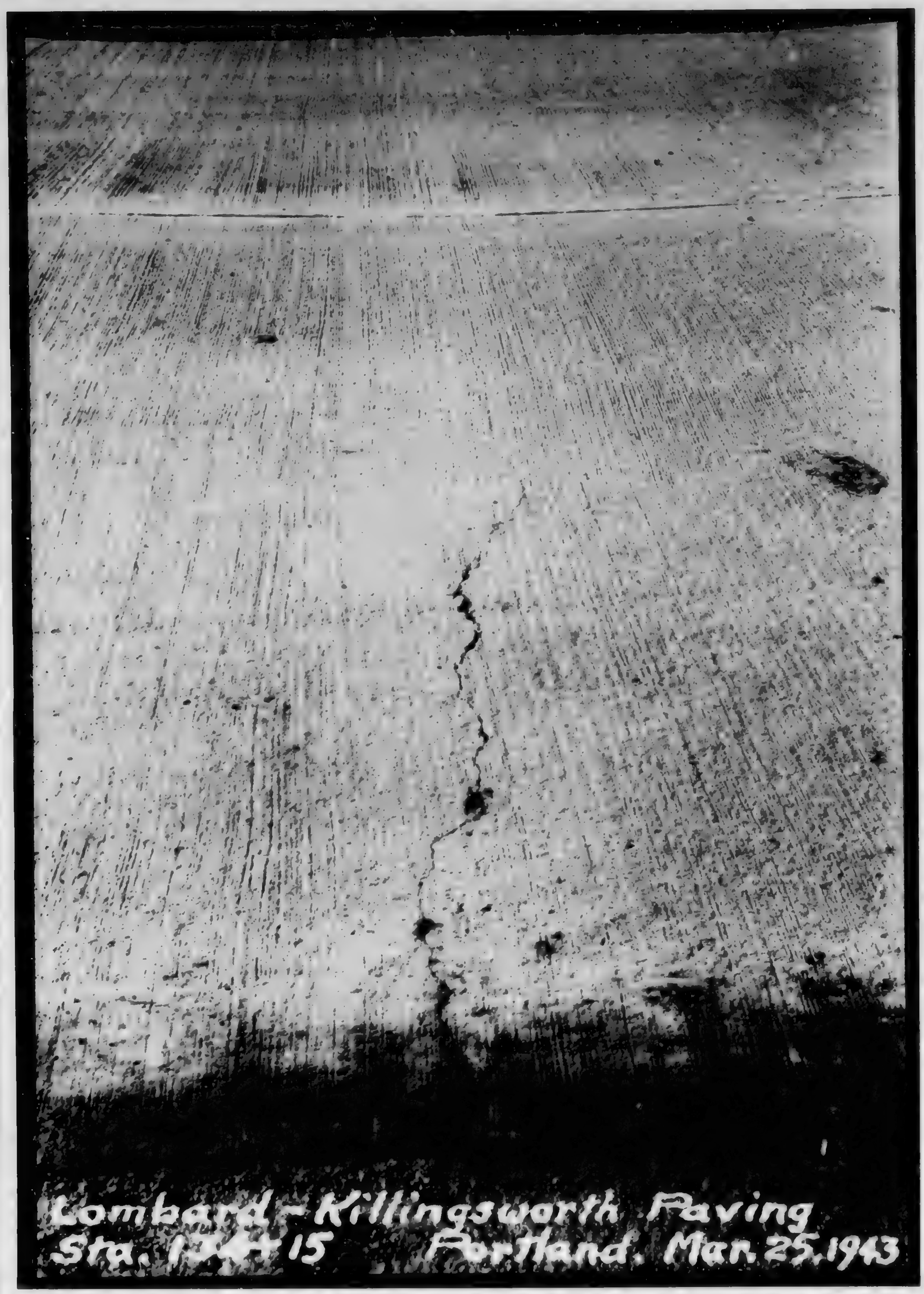
Drilling Holes for Bronze Gauge Plugs.
Lombard-Killingsworth Paving, Portland. Aug. 19, 1941.

[illegible] pave [illegible]
[illegible] expansion joint [illegible]

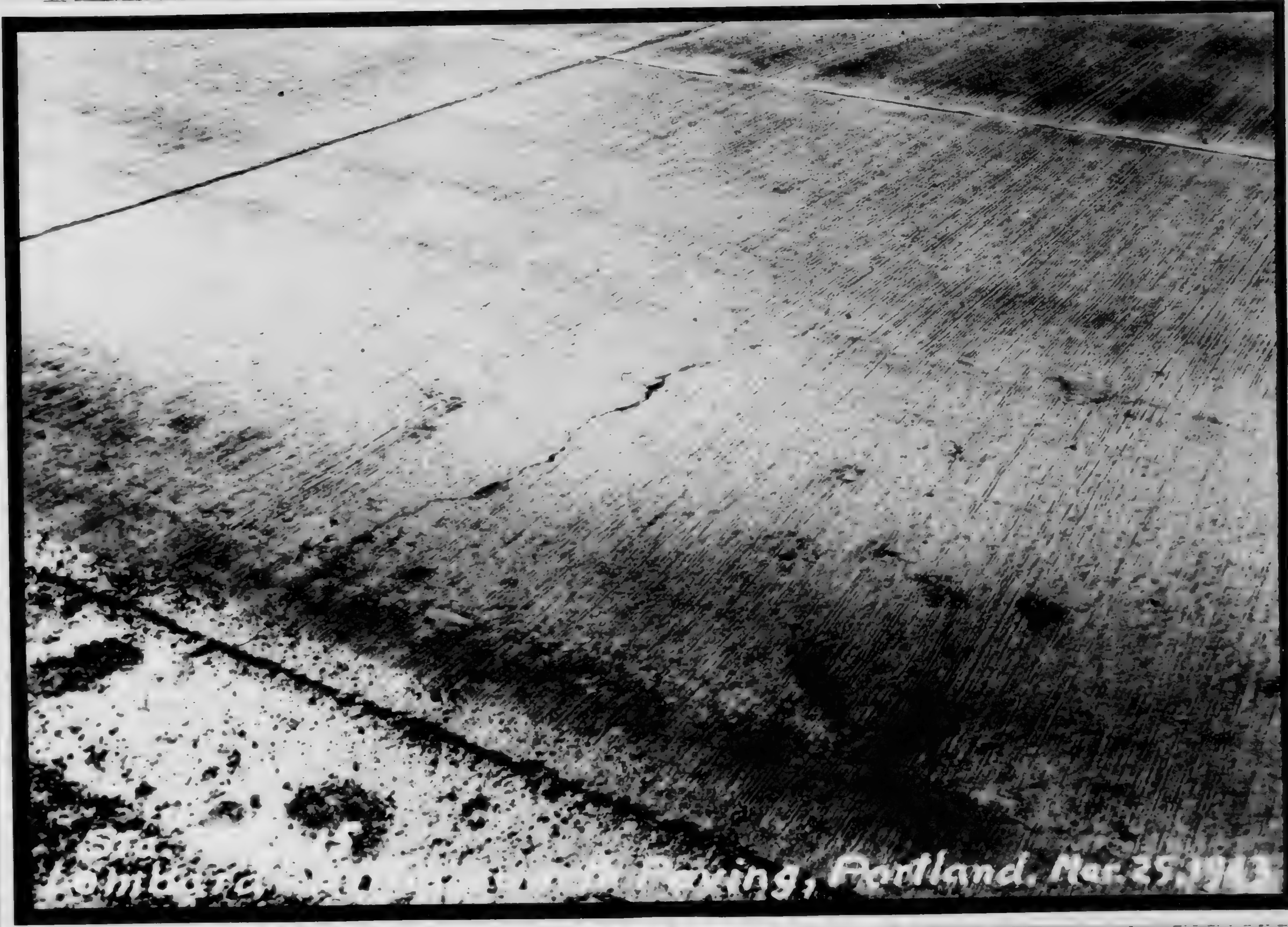


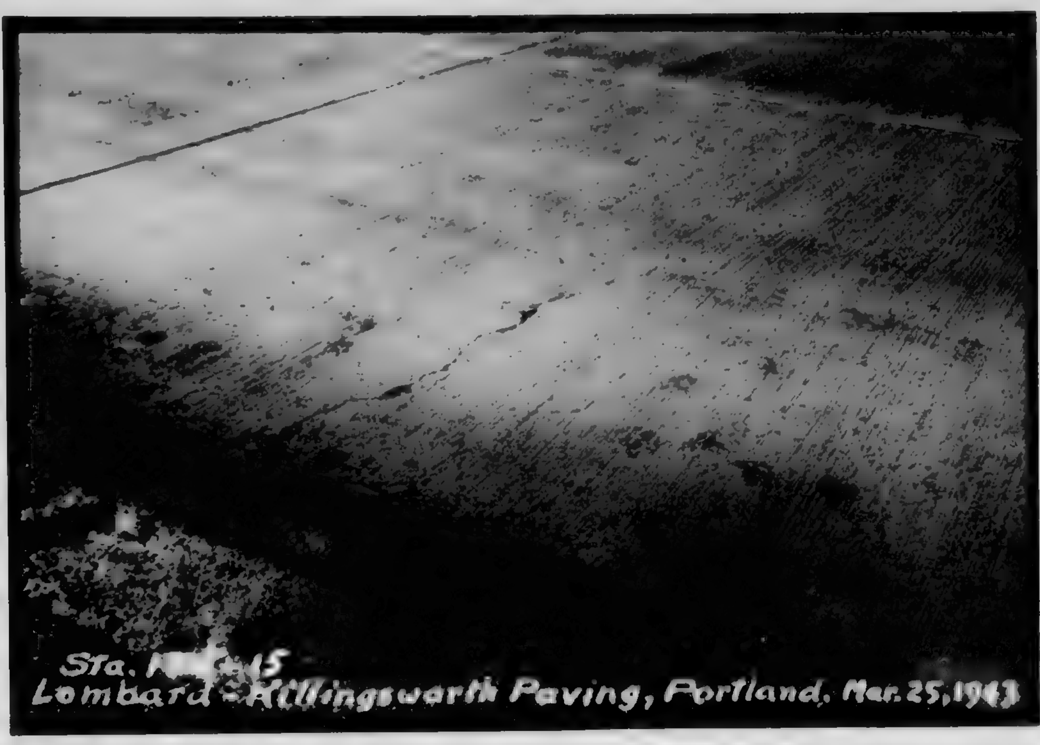
View thru Transit when measuring "creep" of pavement.

1541



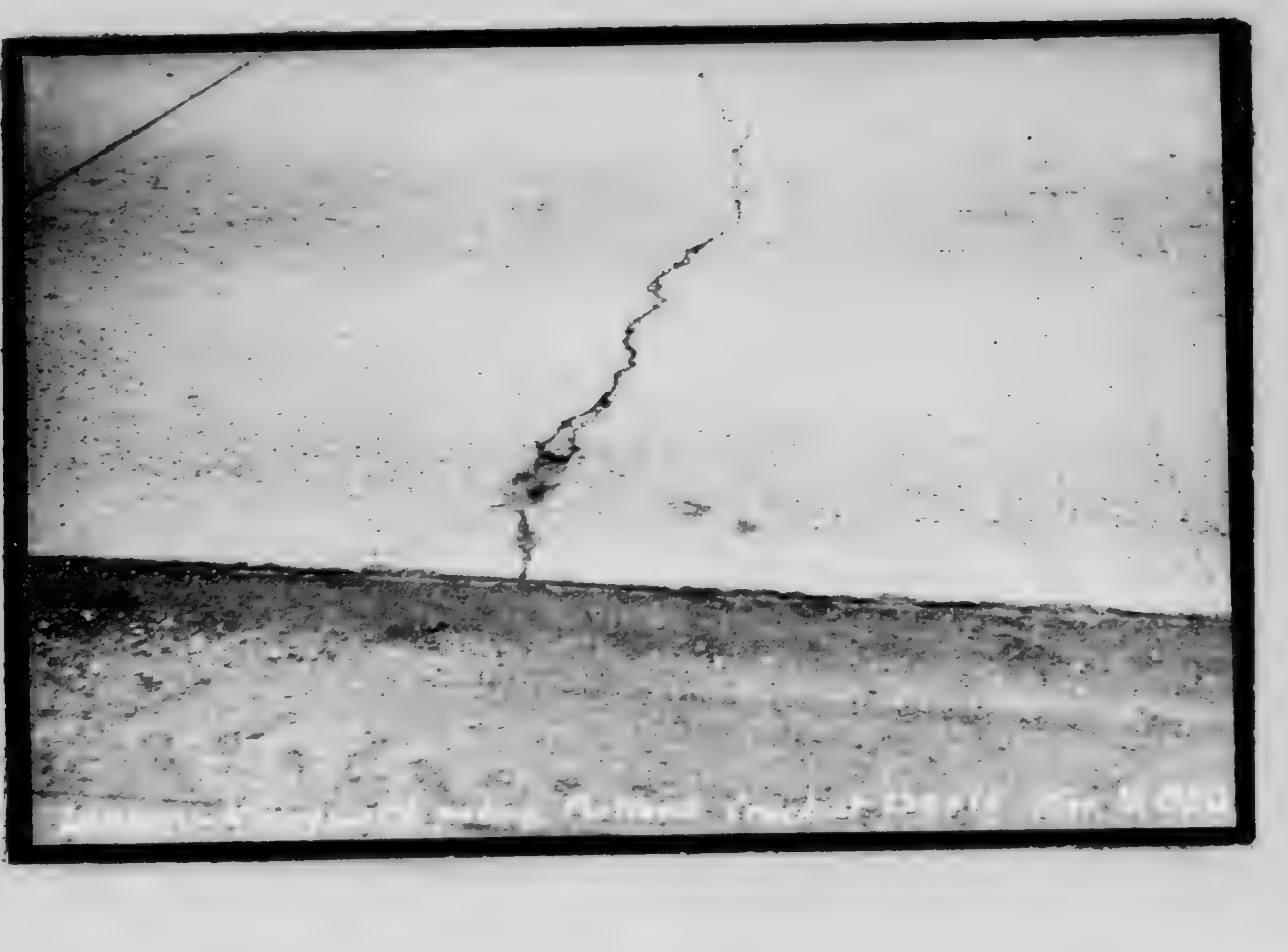
Lombard - Killingsworth Paving
Sta. 134+15 Portland. Mar. 25. 1943


Sta.
Lombard [illegible] Paving, Portland. Mar. 25, 1913

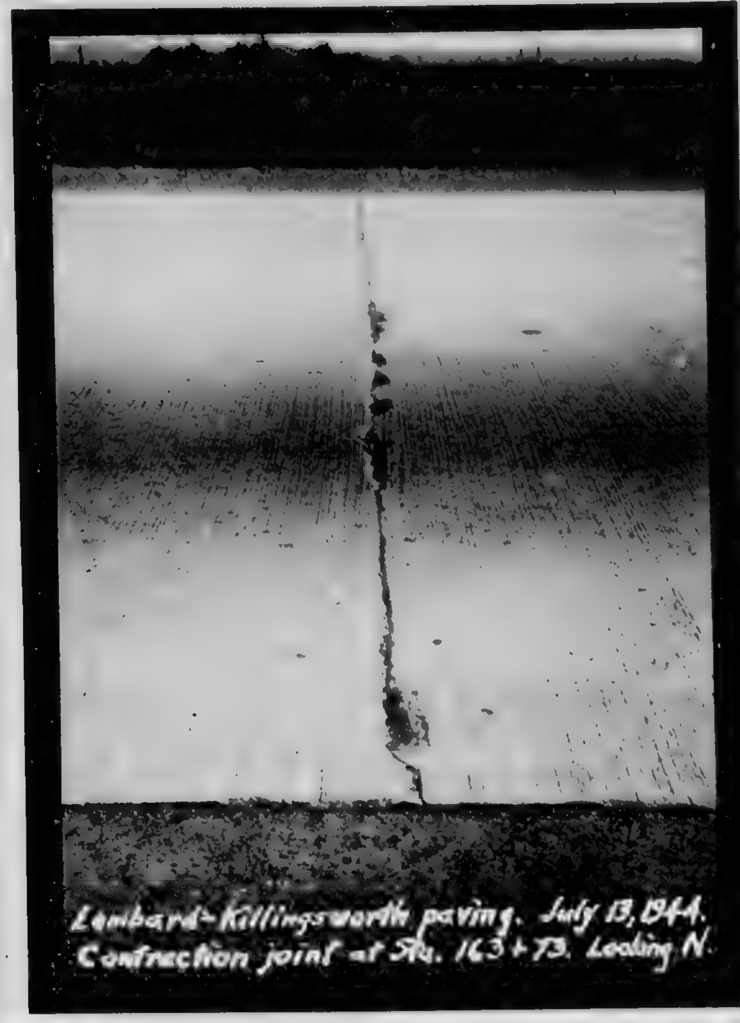


Sta. [illegible]+15
Lombard - Killingsworth Paving, Portland. Mar. 25, 1943

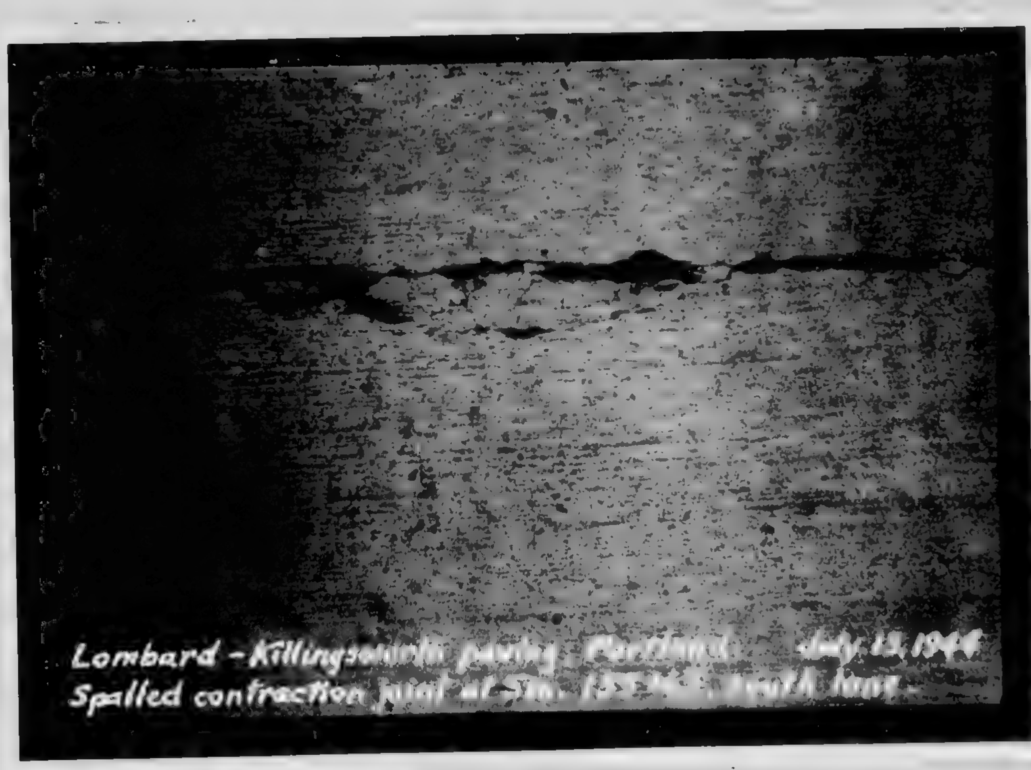
Lombard - Killingsworth Paving
Sta. 134+15 Portland. Mar. 25, 1943



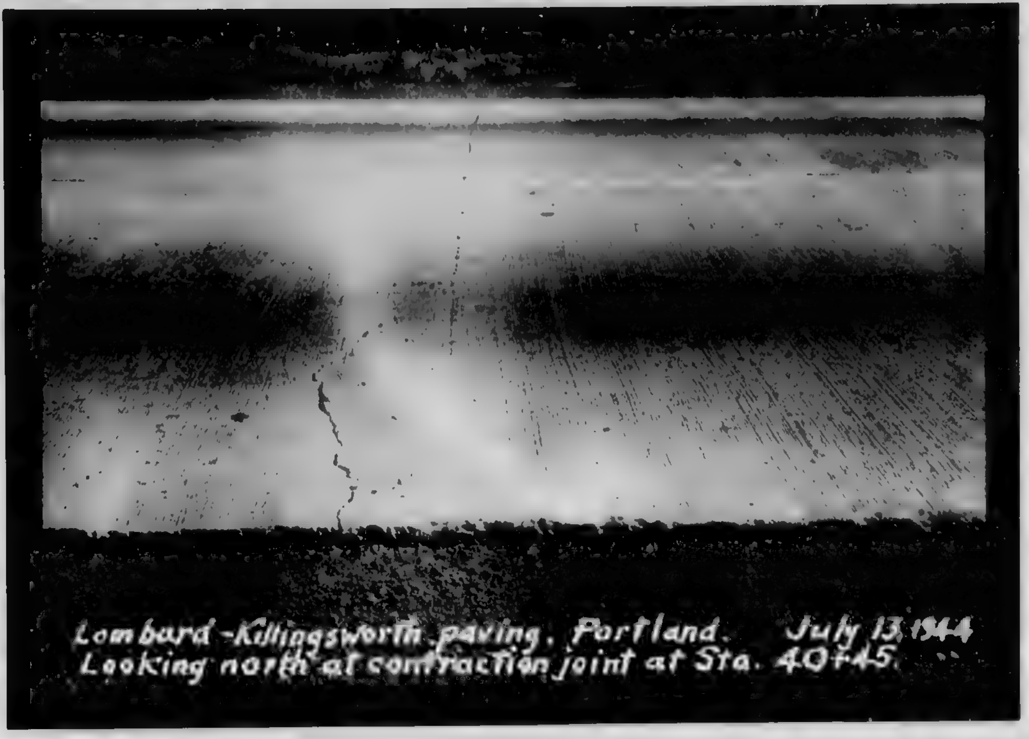
[illegible]



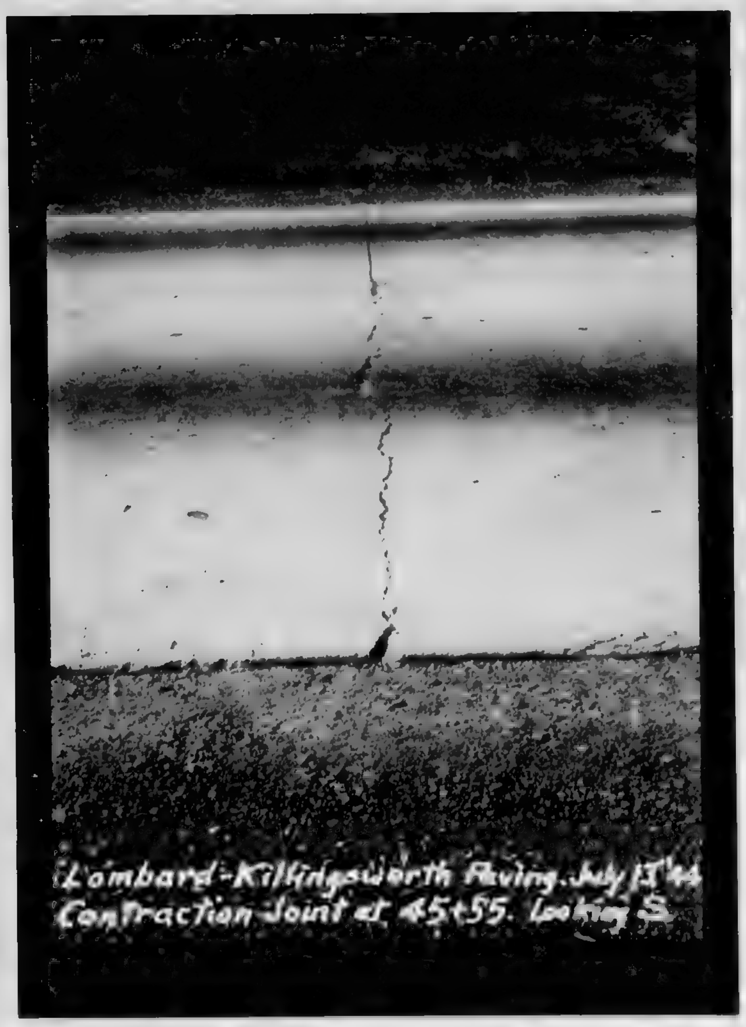
Lombard-Killingsworth paving. July 13, 1944.
Contraction joint at Sta. 163+73. Looking N.



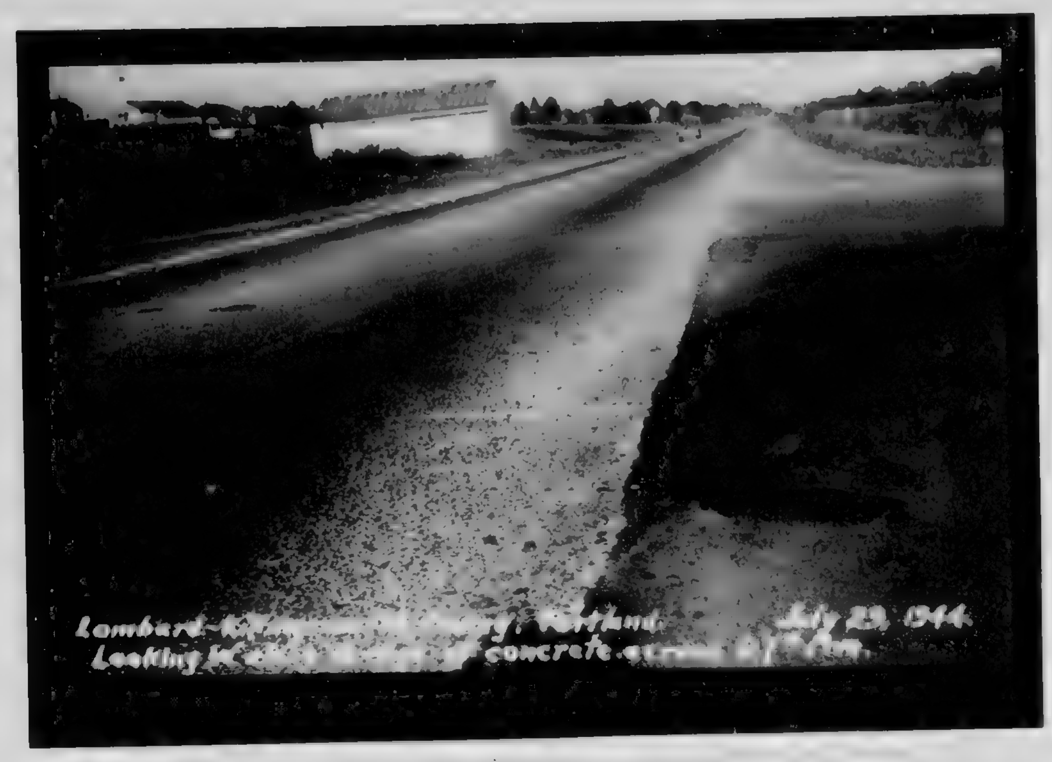
Lombard - Killingsworth paving. Portland. July 13, 1944.
Spalled contraction joint at Sta. [illegible] South lane.



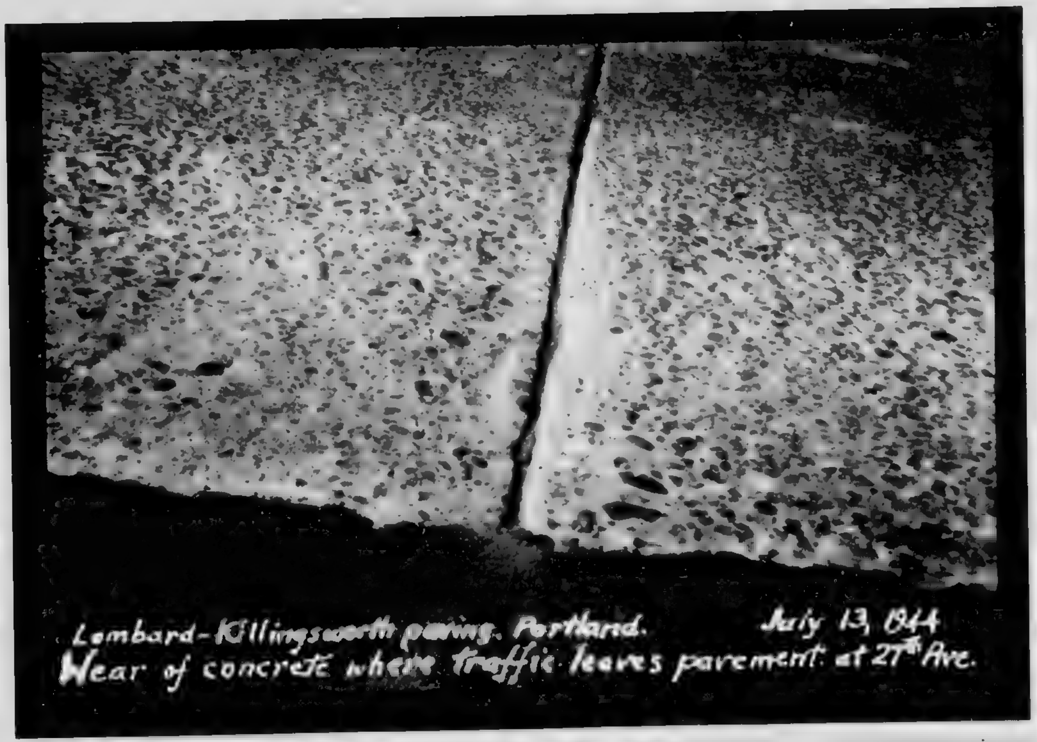
Lombard-Killingsworth paving, Portland. July 13, 1944
Looking north at contraction joint at Sta. 40+45.



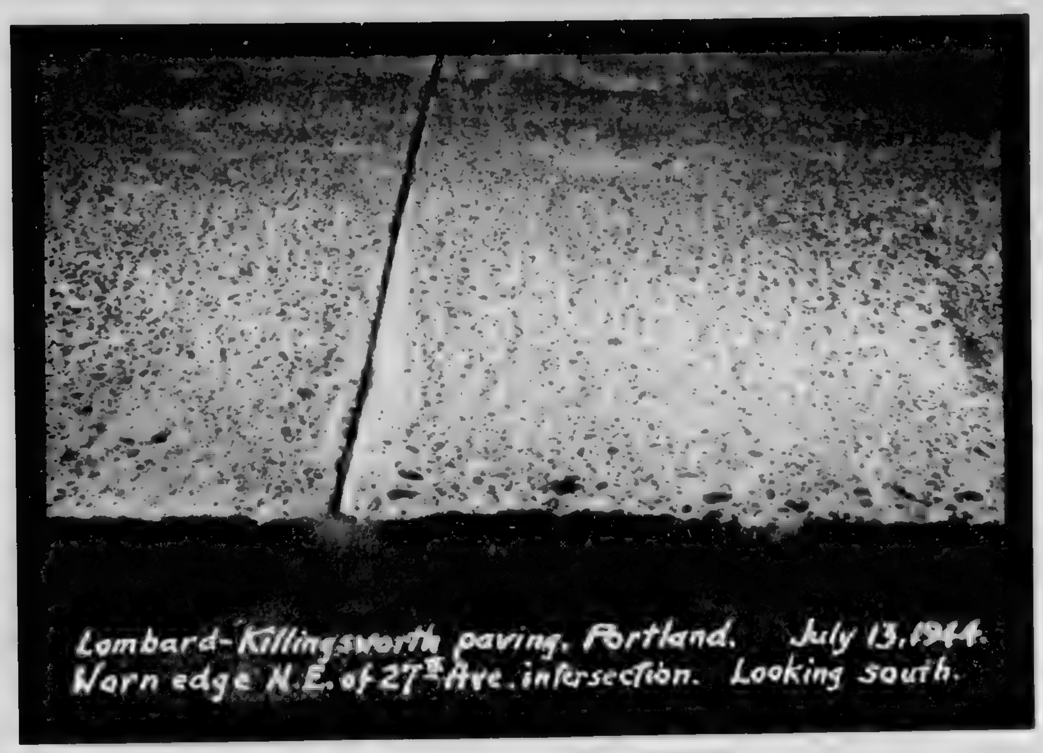
Lombard-Killingsworth Paving. July 13 '44
Contraction Joint at 45+55. Looking S.



Lombard-Killingsworth paving, Portland. July 23, 1944.
Looking W. [illegible] of concrete [illegible]

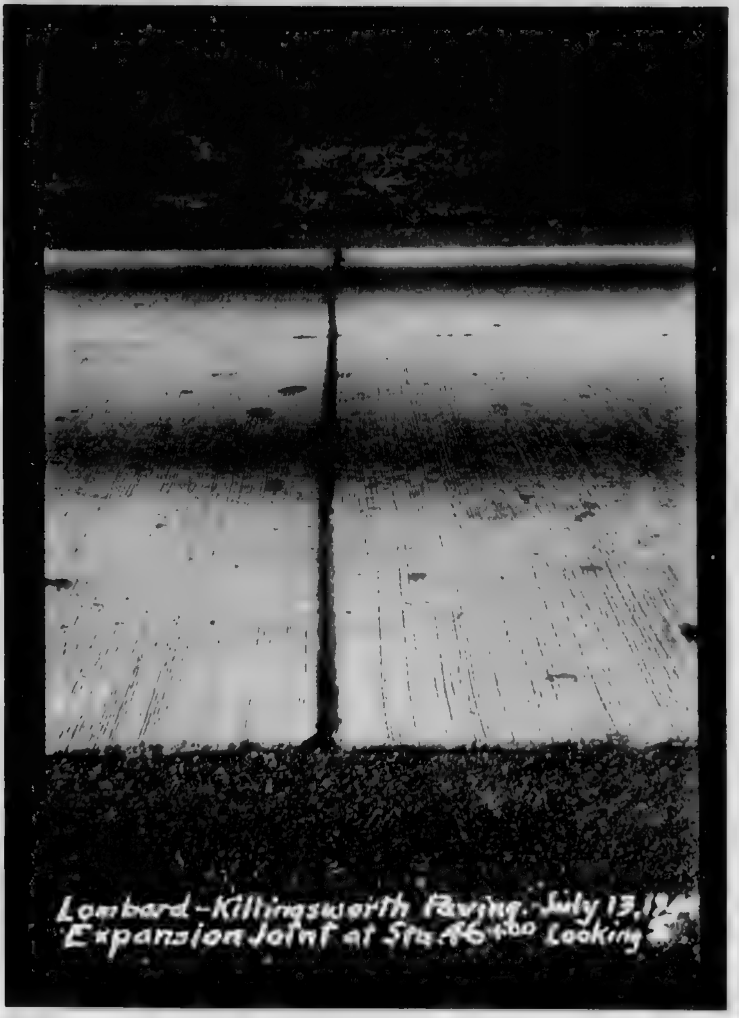


Lombard-Killingsworth paving, Portland. July 13, 1944
Wear of concrete where traffic leaves pavement at 27th Ave.



Lombard-Killingsworth paving, Portland. July 13, 1944.
Worn edge N.E. of 27th Ave. intersection. Looking south.

Lombard - Killingsworth Paving, Portland.
South edge of Pavement at [illegible] July 13, 1944.



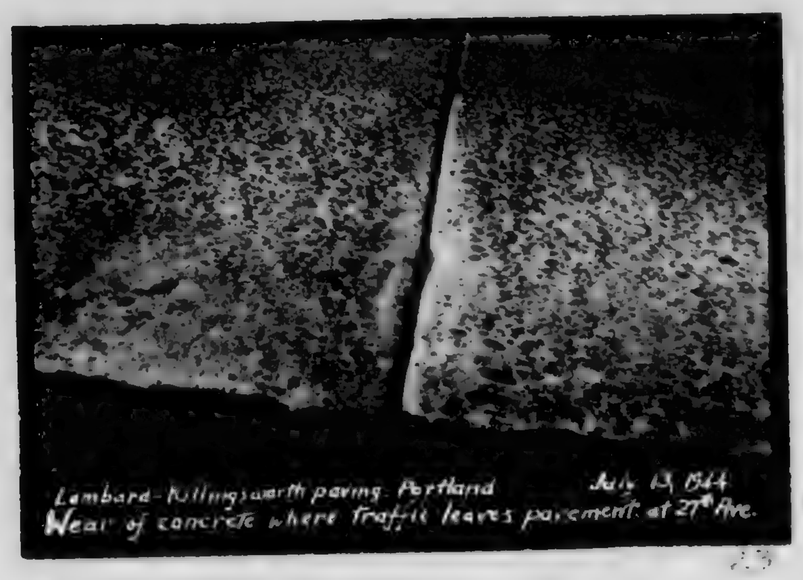
Lombard-Killingsworth Paving. July 13, 19
Expansion Joint at Sta. 46+00 Looking S.

Lombard-[illegible] Portland July 13, 1944
Looking [illegible] concrete [illegible]

21

[illegible]

22

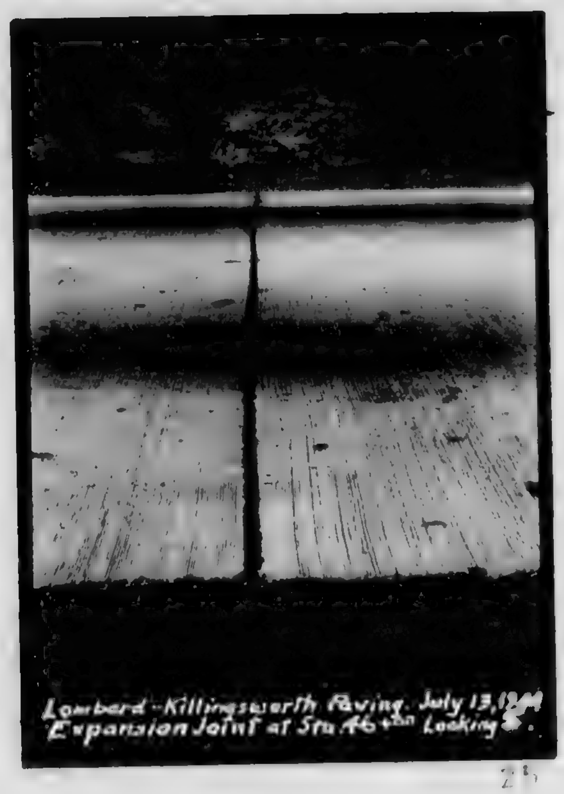


Lombard-Killingsworth paving. Portland July 13, 1944
Wear of concrete where traffic leaves pavement at 27th Ave.

23

Lombard-Killingsworth paving. Portland July 13, 1944
[illegible] Looking [illegible]

24



Lombard-Killingsworth Paving. July 13, 1944
Expansion Joint at Sta. 46+00 Looking S.

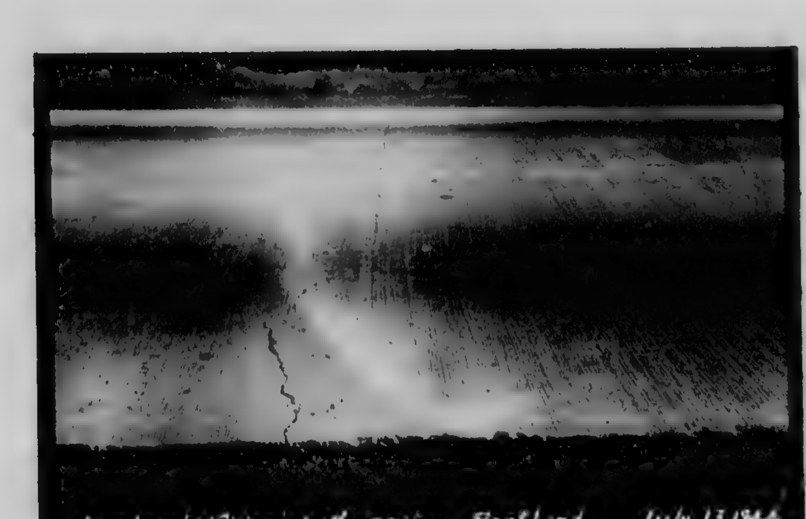
25

Lombard-[illegible] July 13, 1944
Spalled [illegible]

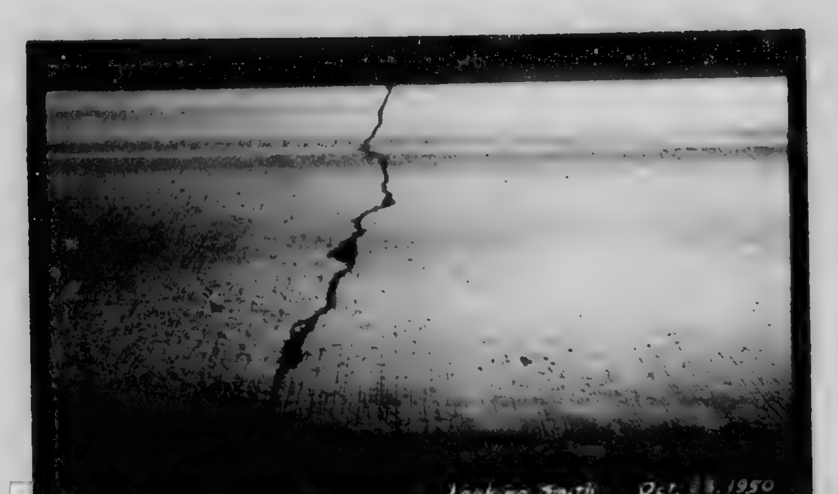
26

Lombard-Killingsworth [illegible] July 13, 1944

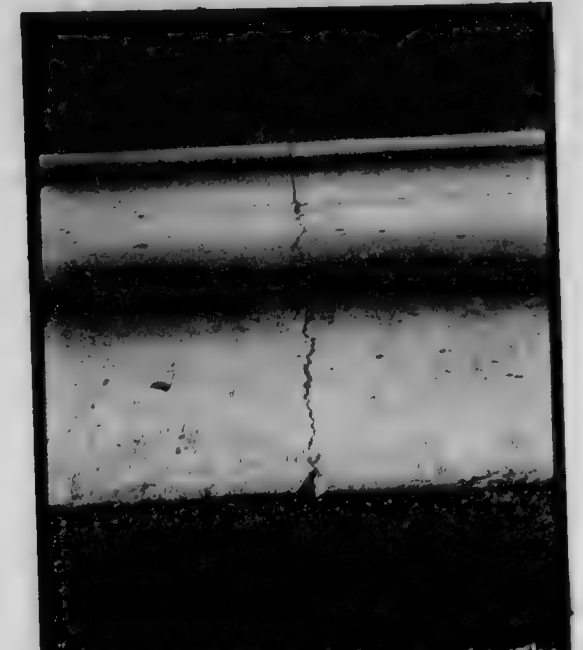
27


Lombard-Killingsworth paving, Portland. July 13, 1944
Looking north at contraction joint at Sta. 40+45.

28


Looking South Oct. 23. 1950
Lombard-Killingsworth Pavement Contraction Joint at 46+60

29


Lombard-Killingsworth Paving. July 13 '44
Contraction Joint at 45+55. Looking S.

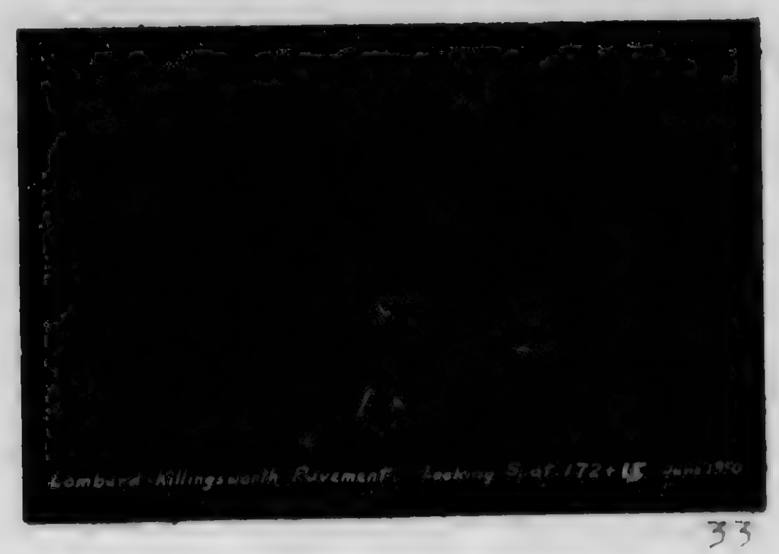
30

Lombard-Killingsworth Pavement. Looking S. at 163+06. June 1950.

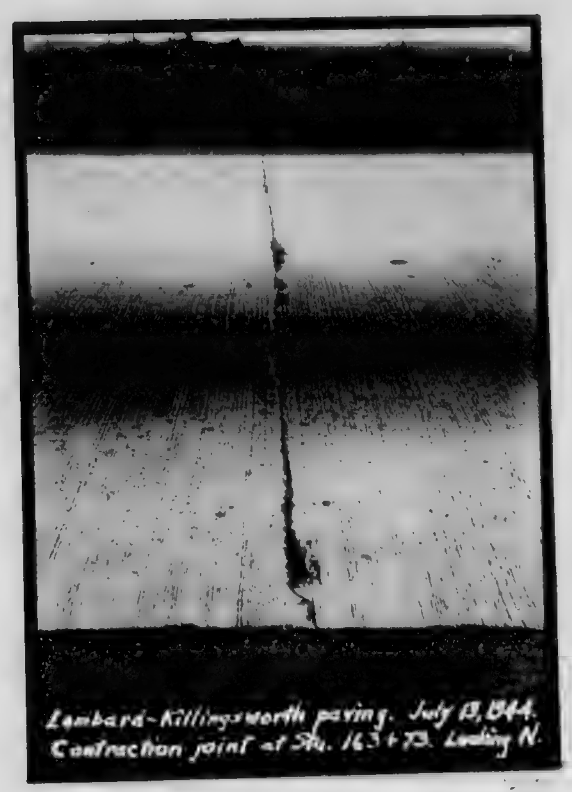
31

Lombard - Killingsworth Pavement Looking S. at 172+34 June '50

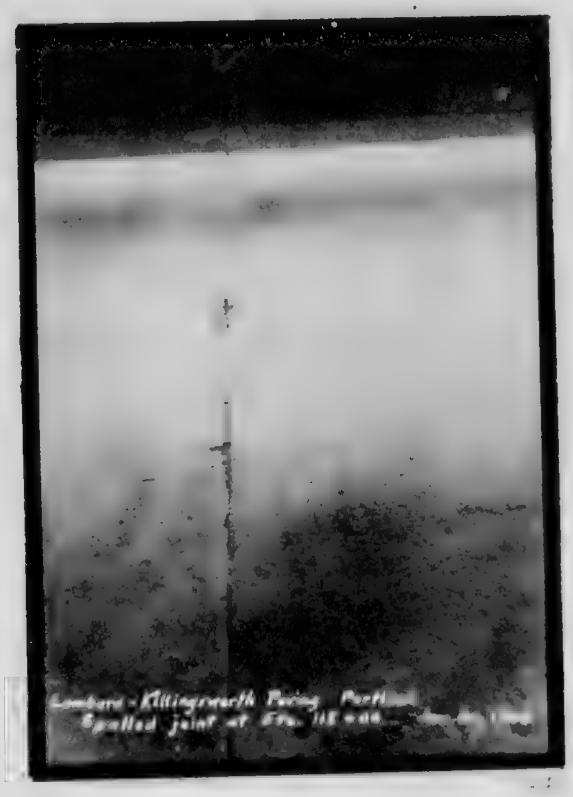
32


Lombard-Killingsworth Pavement. Looking S. at 172+15 June 1950

33

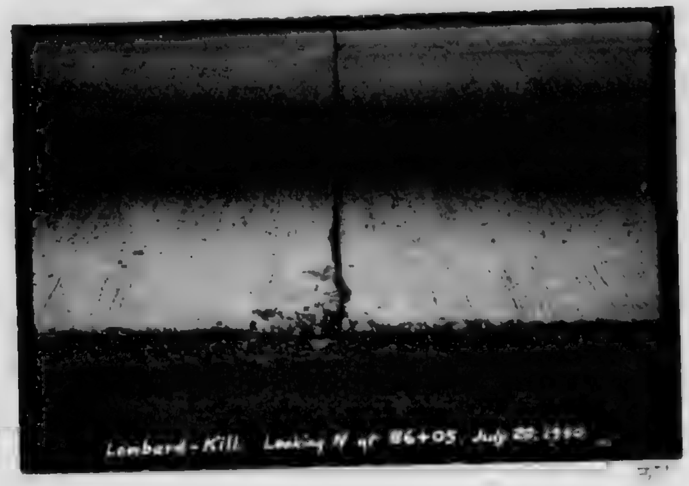


Lombard-Killingsworth paving. July 13, 1944.
Contraction joint at Sta. 163+73. Looking N.

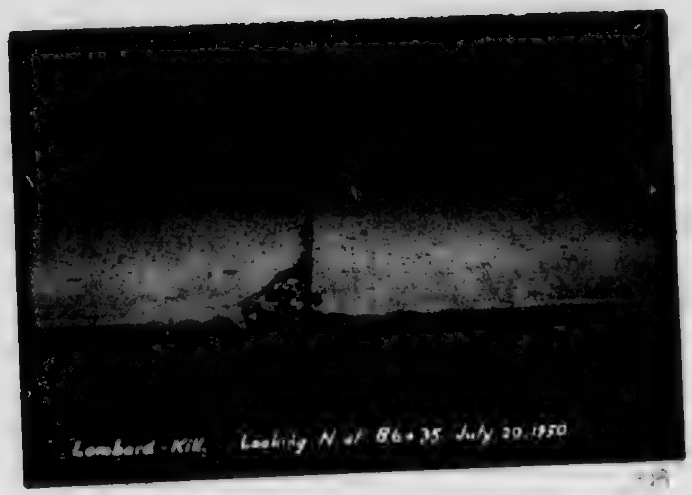


Lombard-Killingsworth Paving. Portland [illegible]
Spalled joint at Sta. 118+00. [illegible]

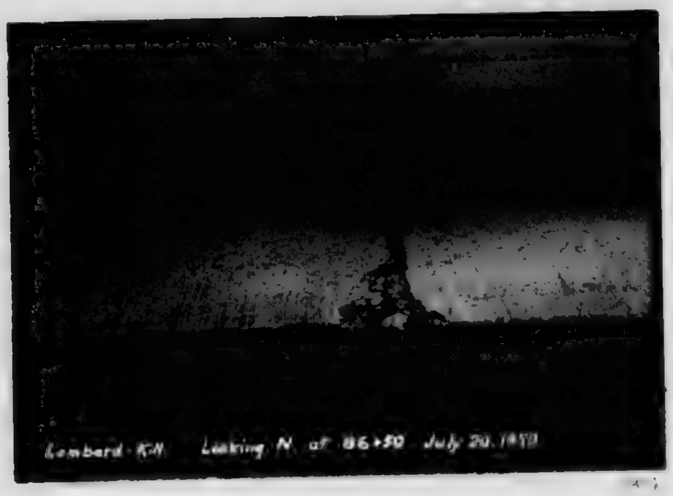
Lombard-Kill. Looking N at 85+90. July 20, 1950



Lombard-Kill. Looking N at 86+05. July 20, 1950

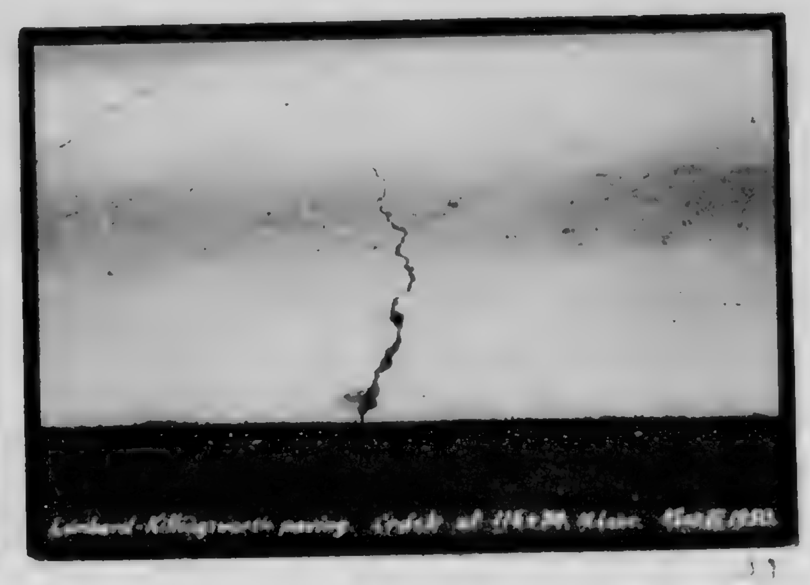


Lombard-Kill. Looking N at 86+35 July 20, 1950



Lombard-Kill. Looking N. at 86+50 July 20, 1950

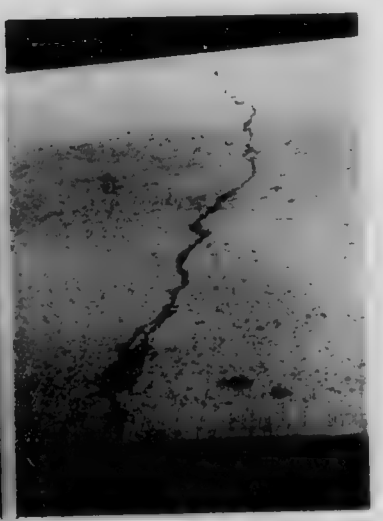
Lombard-Killingsworth Paving. Crack at 116+74. Jan. 24 1945.



Lombard-Killingsworth paving. Crack at 116+[illegible] [illegible] 1950.

1943

1945



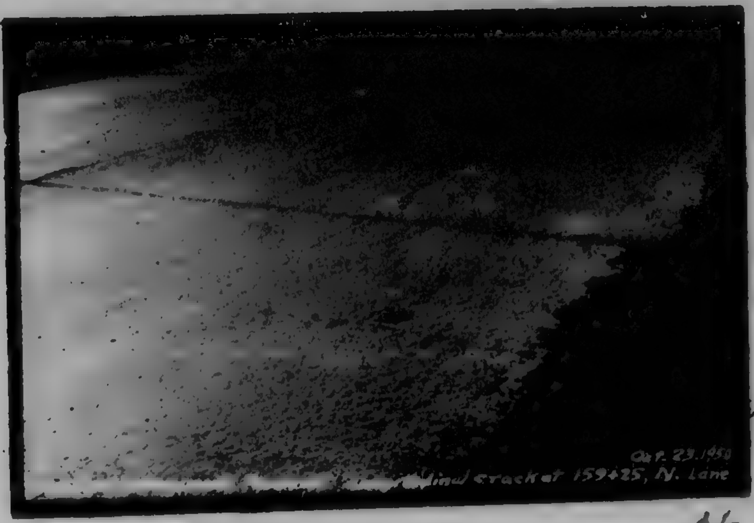
1950

Lombard-Killingsworth Paving, Portland. Crack at Sta. 172+65 Oct. 29, 1945.

Lombard-Killingsworth Pavement looking S at 172+65 [illegible] 1950.

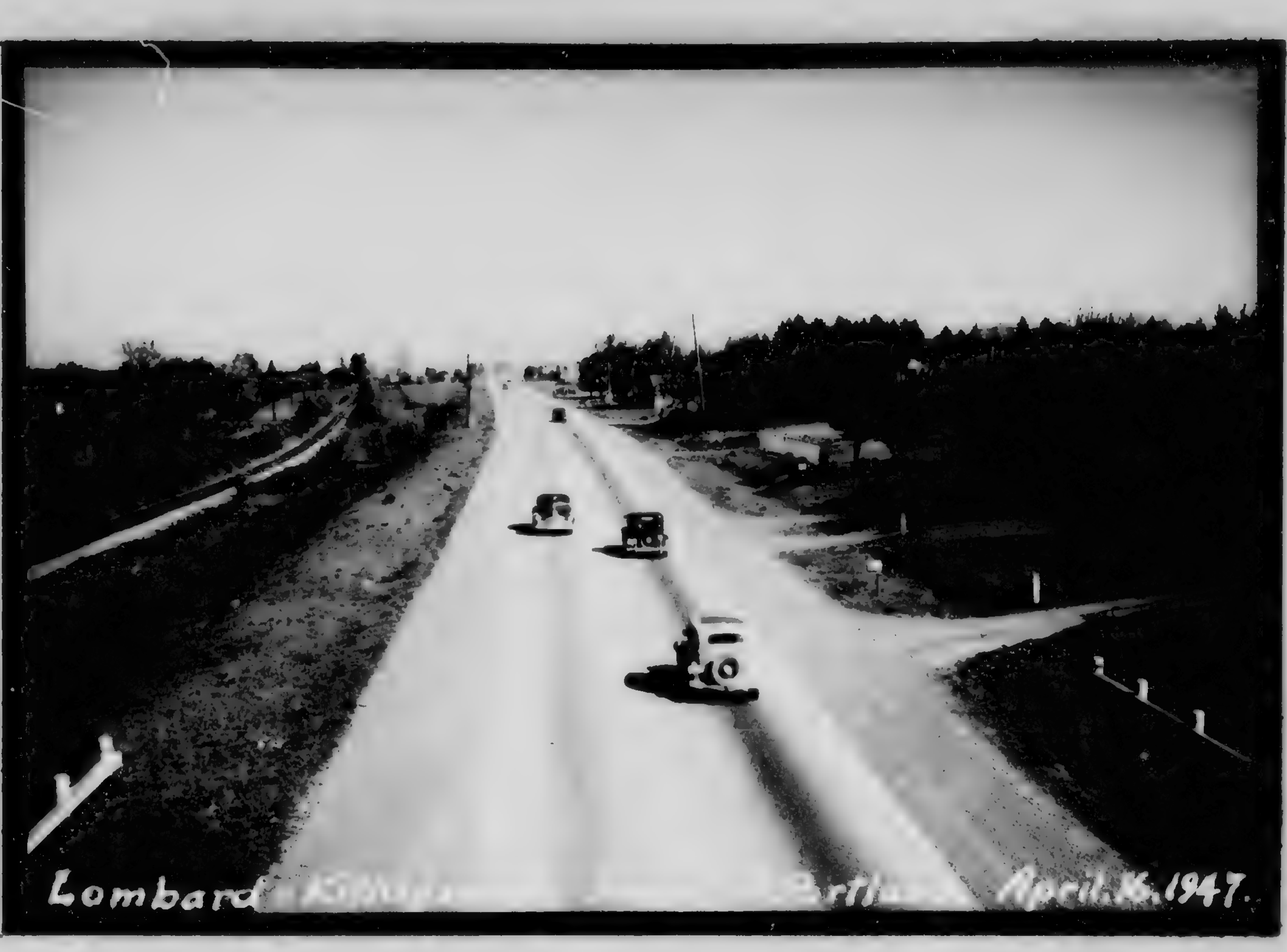
Lombard-Killingsworth Pavement Oct 10, 1950
Longitudinal Crack in outer north lane at 194+20 Looking East.

45

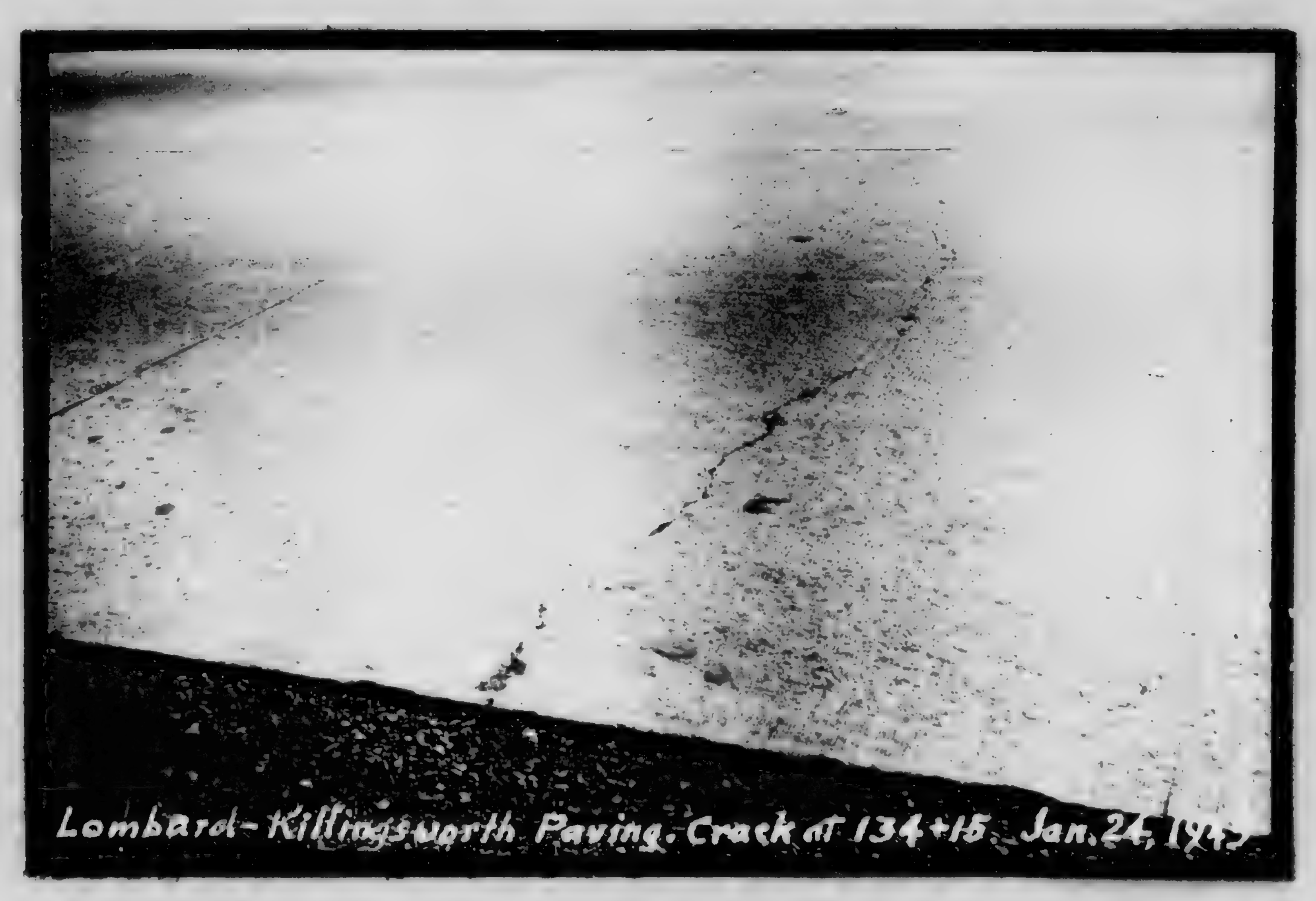


Oct. 23, 1950
[illegible] dinal crack at 159+25, N. Lane

46



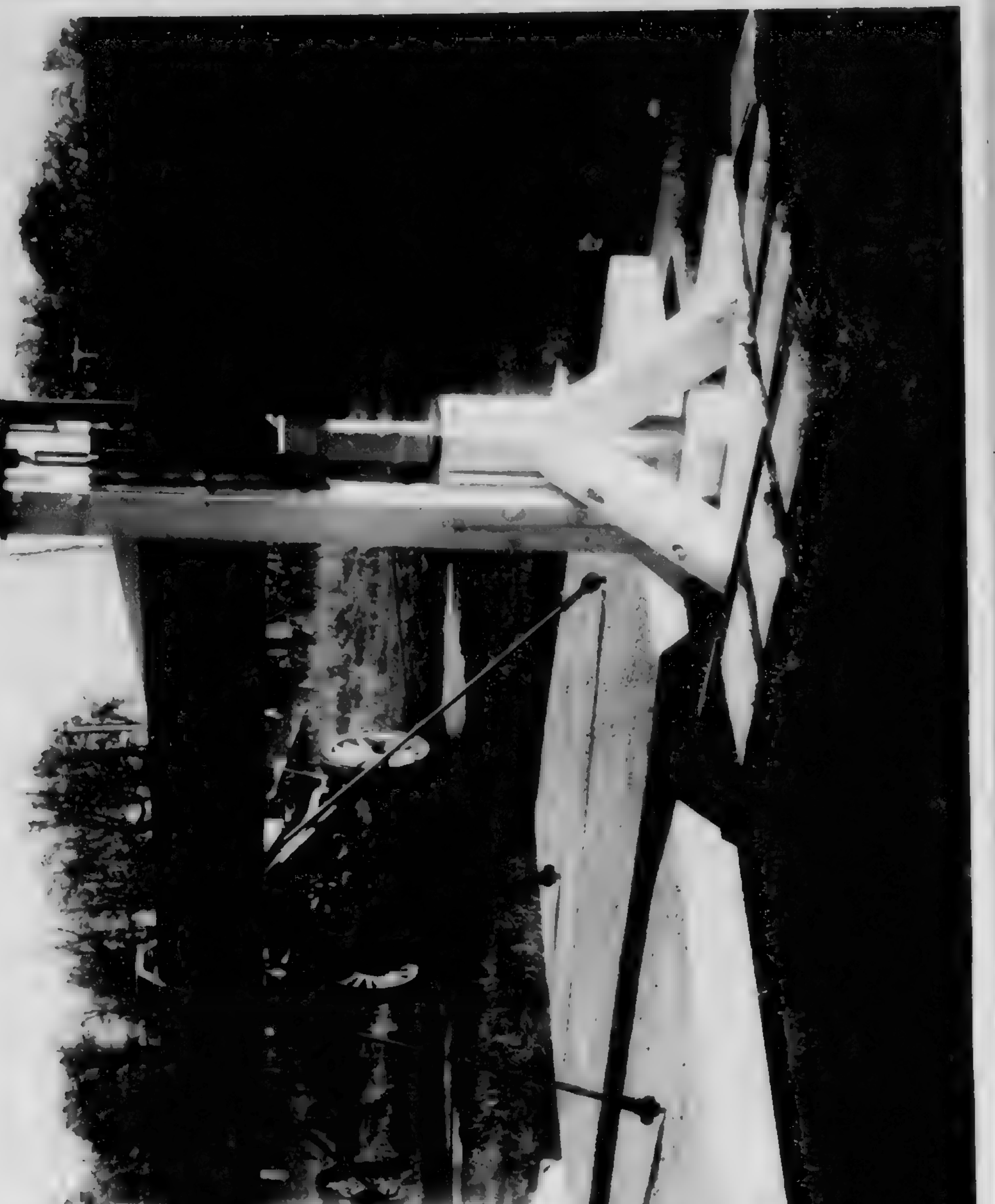
Lombard - Killings [illegible] Portland April. 16. 1947.

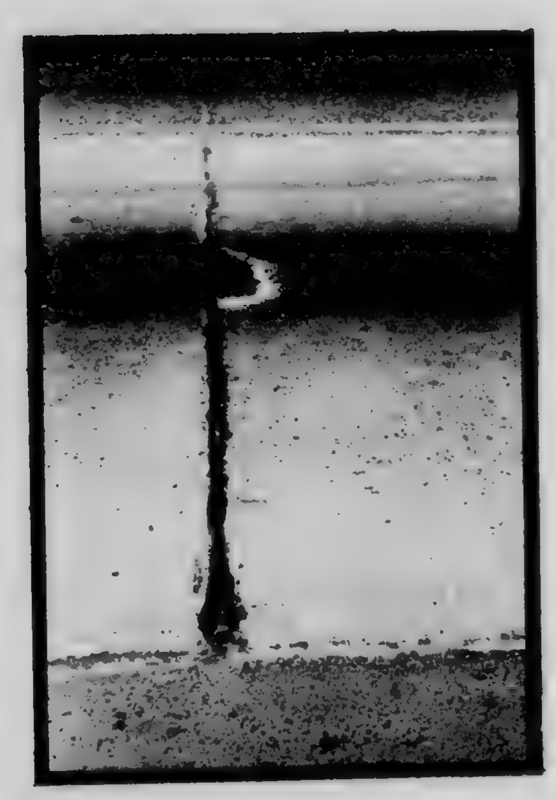


Lombard - Killingsworth Paving. Crack at 134+15 Jan. 24, 194[illegible]

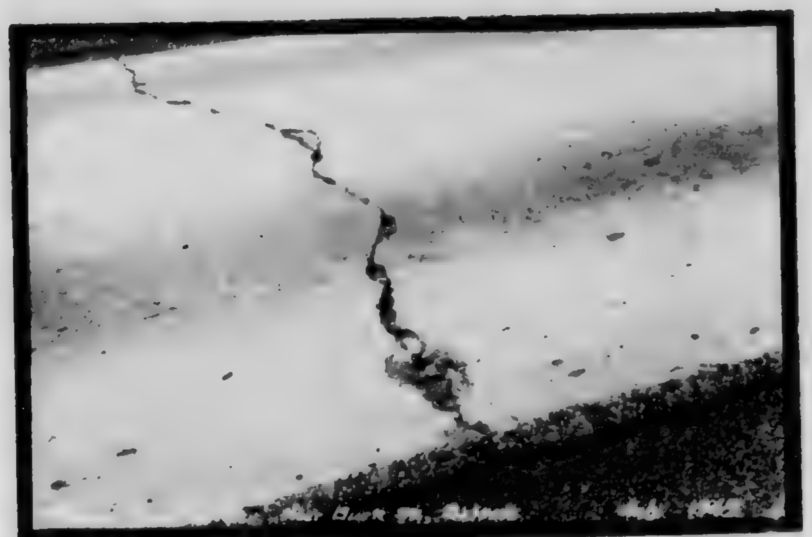
Lombard - Killingsworth [illegible] July 26
Looking east from 42nd [illegible] 1945

Lombard-Killingsworth Paving Crack at 116+74 Jan. 24 1945

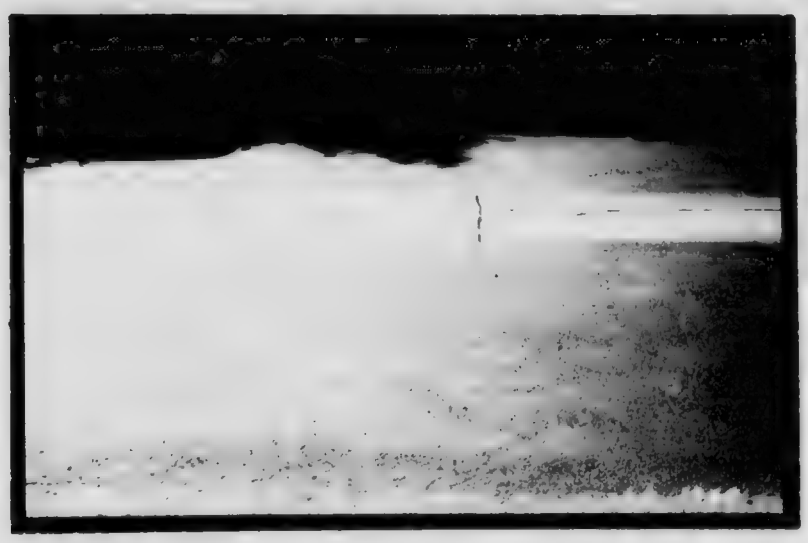

TEST SLAB



Oregon City - Bolton. Near Buck St.

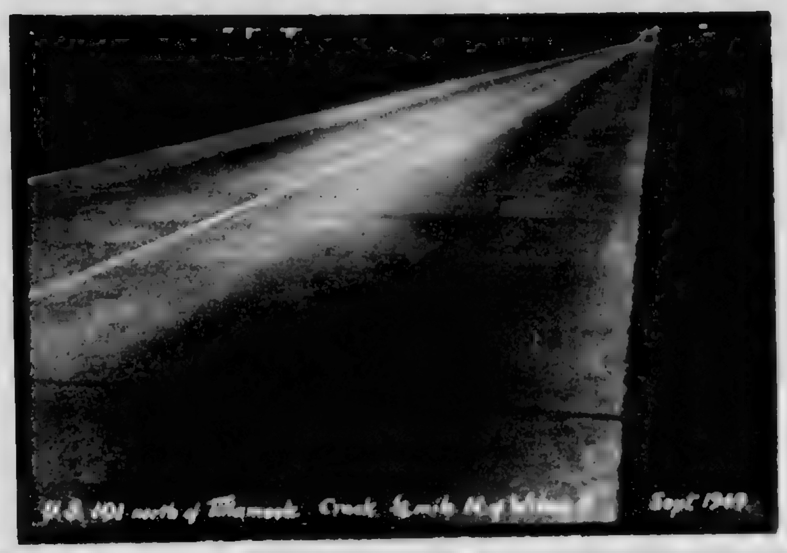

Near Buck St., Bolton

99 E. ½ mile N. of Aurora. July 1949.



U.S. 101 at Tillamook, looking South over Hoquarton Bridge. Sept '49.

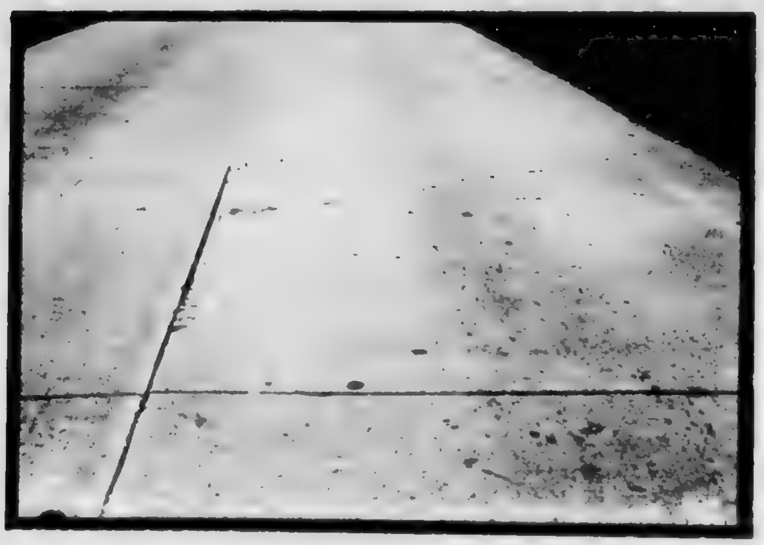
U.S. 101 north of Tillamook [illegible] Sept 1949.

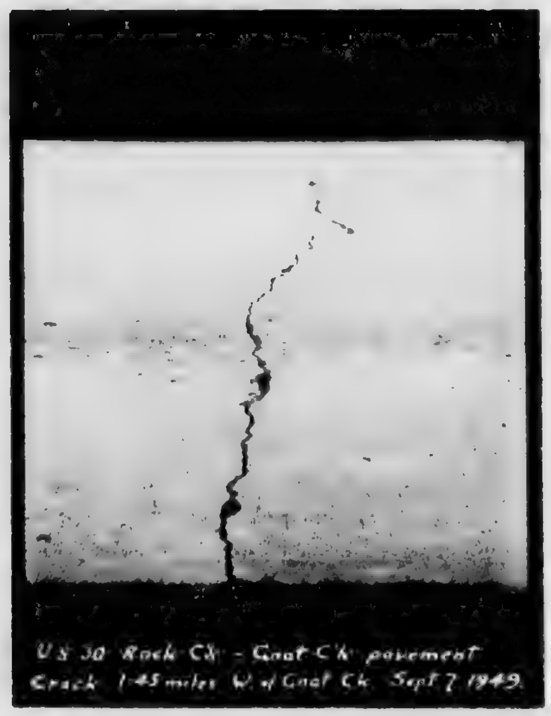


U.S. 101 north of Tillamook. Crack ½ mile N. of Wilson R. Sept 1949.

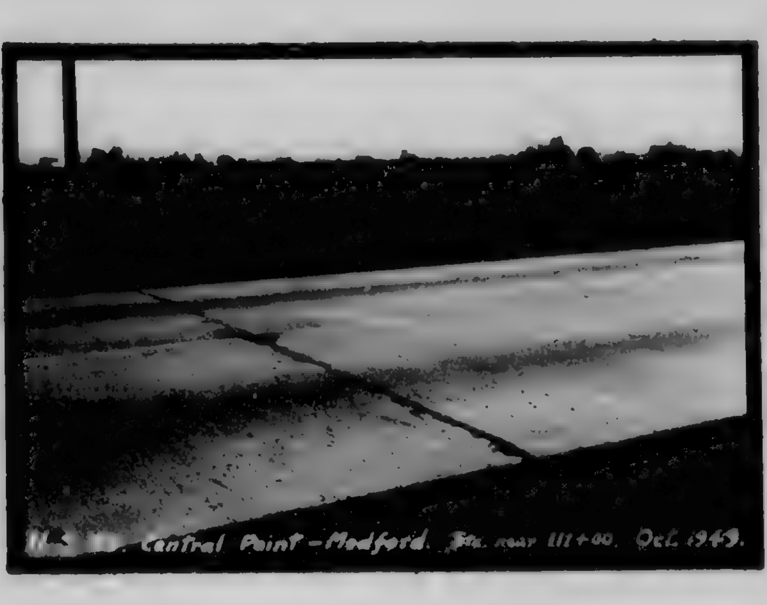
U.S. [illegible] of Juno O'Xing. Sept 1949.

U.S. 30 Rock Ck. - Goat Ck. pavement [illegible]

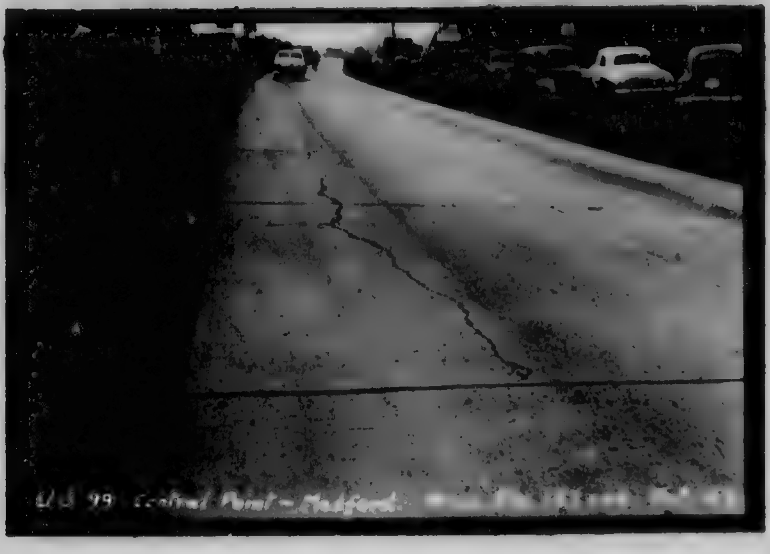




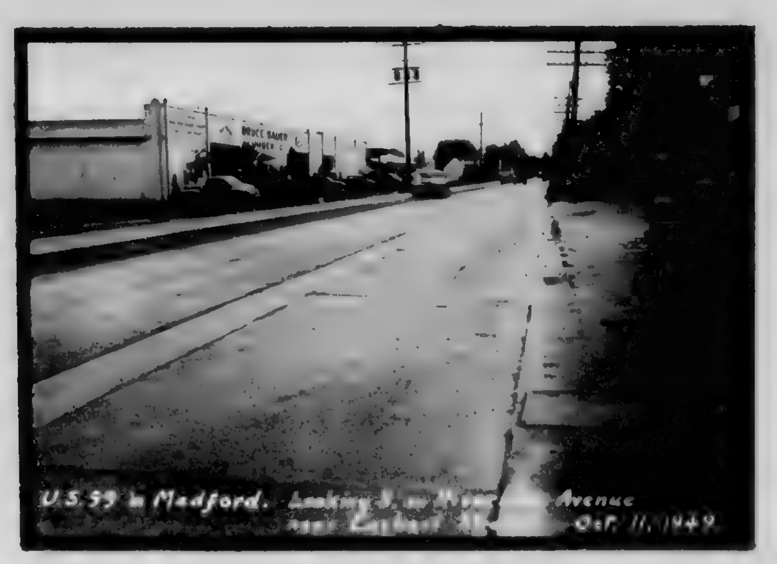
U.S. 30 Rock C'k - Goat C'k pavement
Crack 1.45 miles W. of Goat Ck. Sept 7 1949.



U.S. 99. Central Point – Medford. Sta. near 111+00. Oct. 1949.



U.S. 99. Central Point – Medford. [illegible]



U.S. 99 in Medford. Looking [illegible] Avenue
near [illegible] Oct. 11, 1949.

U.S. 97 [illegible] Oct. 11, 48

Oct. 11, 1948

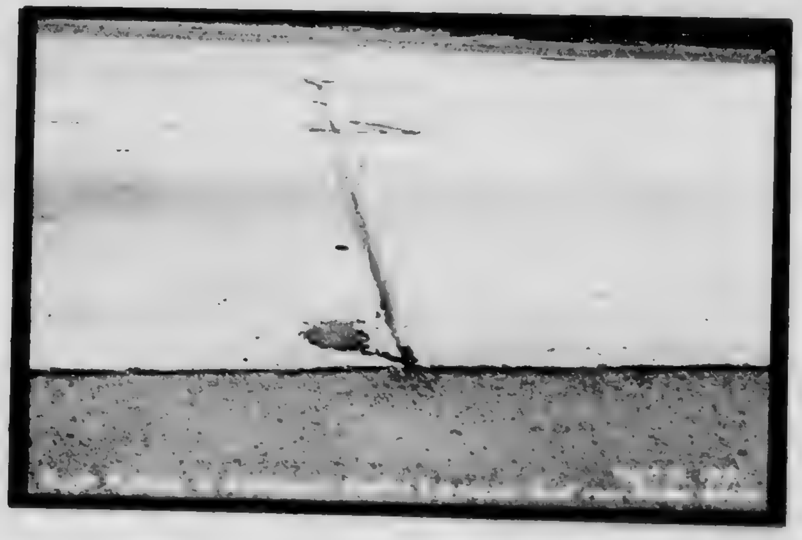
U.S. 97

U.S. 97, Klamath

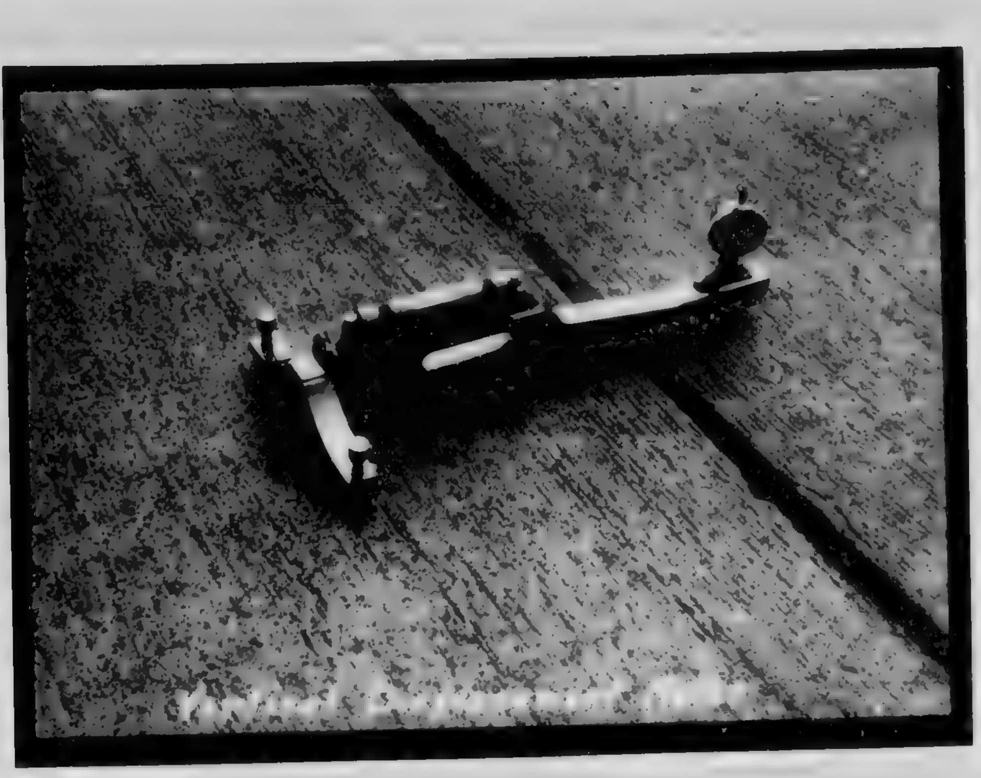
U.S. 99 Klamath Falls-North, Looking [illegible] Sta. 97+00, Oct. 1945

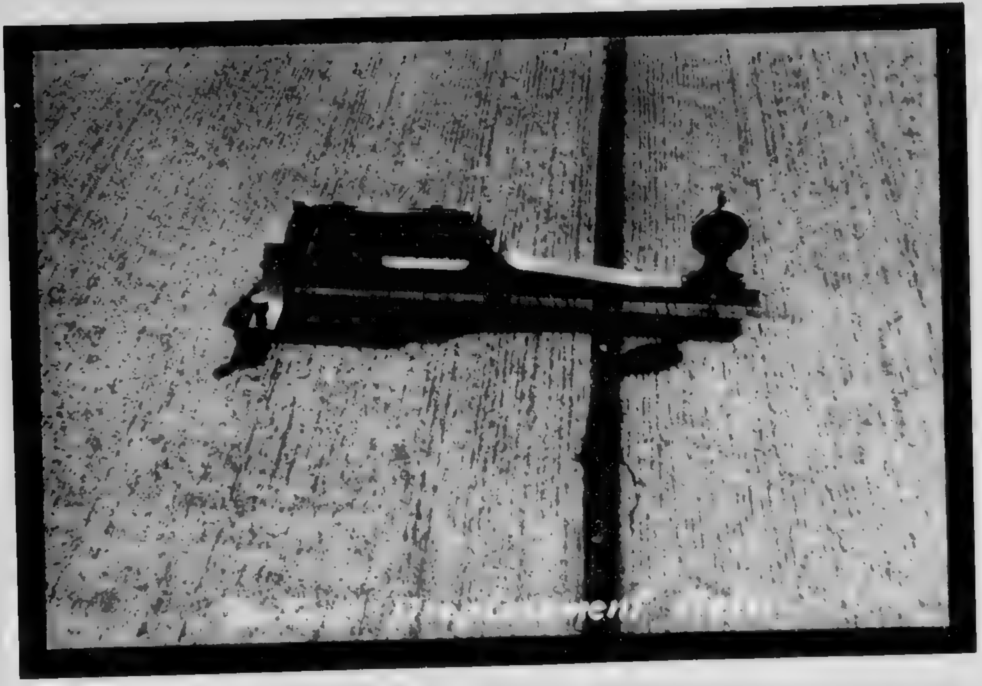
South Portland Station 24+40 Sept. 12, 1951.

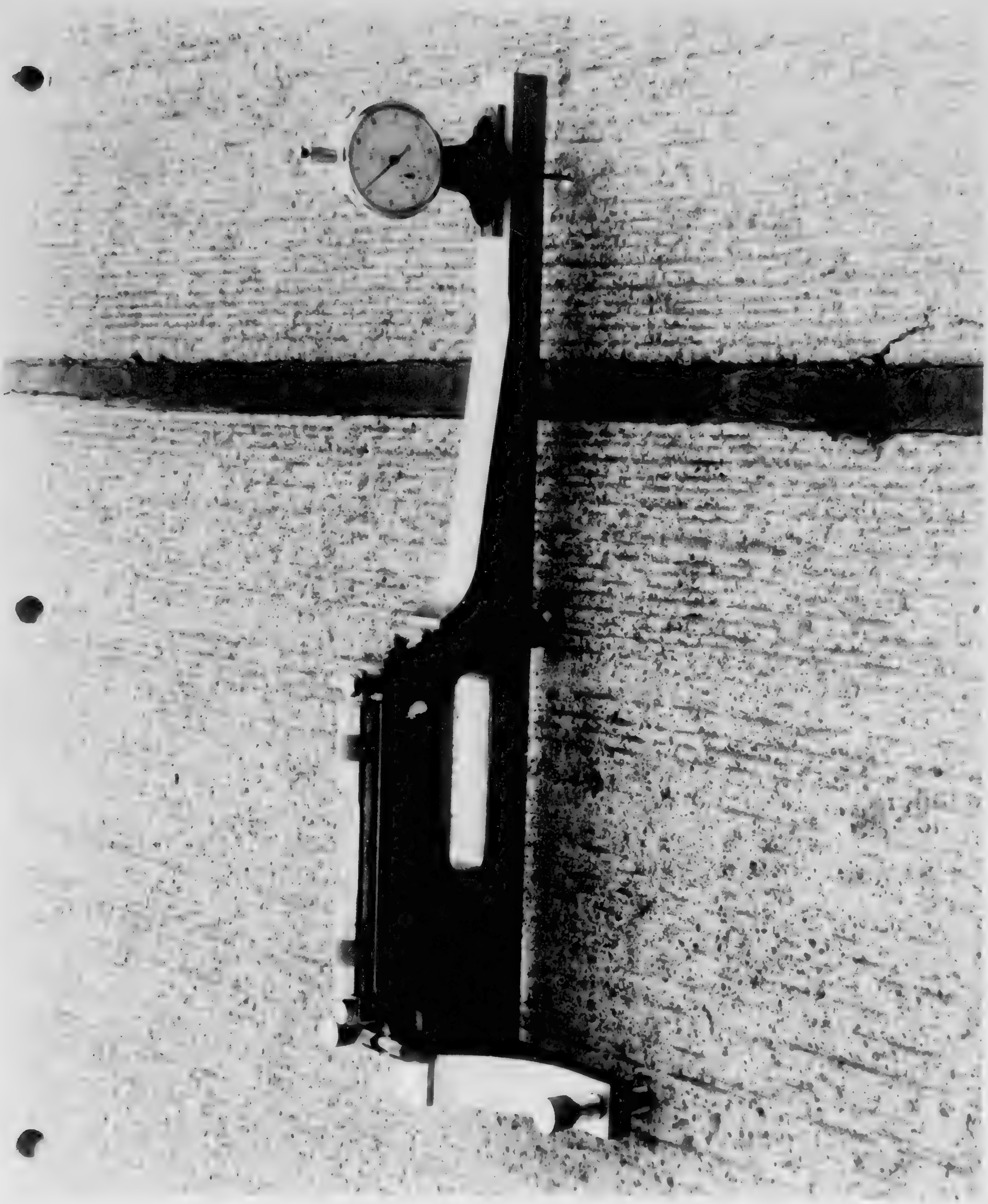
Swift Hwy. & North Portland Sept. 12, 51



4+10. 1951.


Vertical Displacement Meter


Displacement Meter



—Photos Courtesy Carl P. Richards

FOUR STEPS IN OREGON'S EXPERIMENTS ON TRANSVERSE JOINTS: Upper Left—Laying 6"x12" reinforcing mesh in Section 6. Upper Right—Dowels at expansion joint. Lower Left—Using Berry strain gauge at expansion joint. Lower Right—Installing thermo-couples and electrodes.

Spacing of transverse joints and use of dowels tested in

The Oregon Experimental Pavement Slab

By PAUL G. ALLEN

IS IT NECESSARY to limit spacing of expansion joints to 100′ or 120′? Are dowels imperative on both expansion and contraction joints in concrete paving? These requirements, enforced by the Public Roads Administration for the last seven years, have been questioned by various state highway engineers and by the Portland Cement Association—and now several state highway departments, working in cooperation with P.R.A., are seeking the answers in a series of tests in various sections of the country.

One series of tests is being conducted in experimental highway work on the 4½-mile Lombard-Killingsworth section in Northeast Portland. On this section will be determined the efficiency of different transverse joints and the effect of various spacings of transverse joints. In this experimental section, tests will be made of joint spacings of 120′, 405′ and one mile. The 120′ spacings will be repeated both with and without dowels and with and without mesh reinforcement.

The 4½ miles of experimental slab are divided into six sections, four of which are 1200′ long, one, 2400′ and one, 5280′.

Sections one, three and four, which will afford a comparison of the behavior of pavements with varying spacing of expansion joints, are all of standard 9″-7″-9″ construction without reinforcement, have dowels at all expansion joints and have contraction joints without dowels, at 15′ centers.

Sections four, five and seven have expansion joint spacing of 120′. Sections five and six have dowels at all contraction joints.

Section six has expansion and contraction joints, each at 120′ centers, making 60′ slabs. This section is reinforced with 6″x12″ mesh and is the only reinforced section.

Comparisons of Sections four and five will indicate value of dowels at contract joints. Comparison of the performances of section 6 with sections 3, 4, 5 and 7 will indicate value of reinforcement. Section 7, which has no dowels at either contraction or expansion joints and is of uniform thickness of 9″, will be compared with all other sections.

Plaster of paris resistance cells, thermo-couples and other testing devices have been installed to determine moisture content, temperatures and joint movement.

Readings and measurements will be made periodically. Observations will be made on sub-grade characteristics and general behavior in service. Details of concrete mixing, weather, time interval between placement of concrete, final finishing and other factors during construction were noted and recorded.

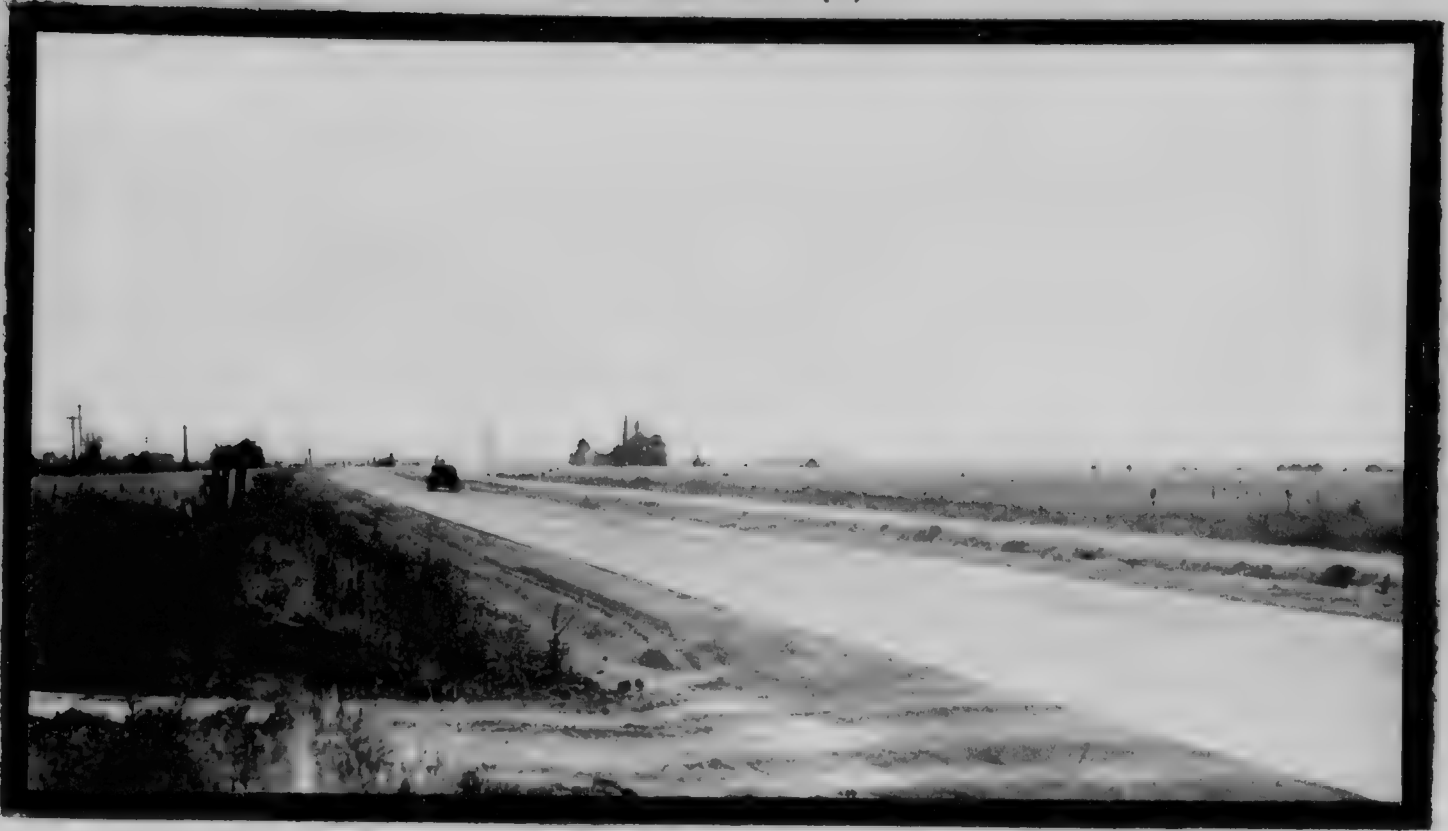
Final outcome of the tests, tabulation and conclusions will not be known for five years—but at that time will be of major interest to highway engineers and contractors.

The experimental section is under the jurisdiction of G. S. Paxson, bridge engineer, Oregon state highway commission, with Carl P. Richards, assistant research engineer, in direct charge of the experiments.

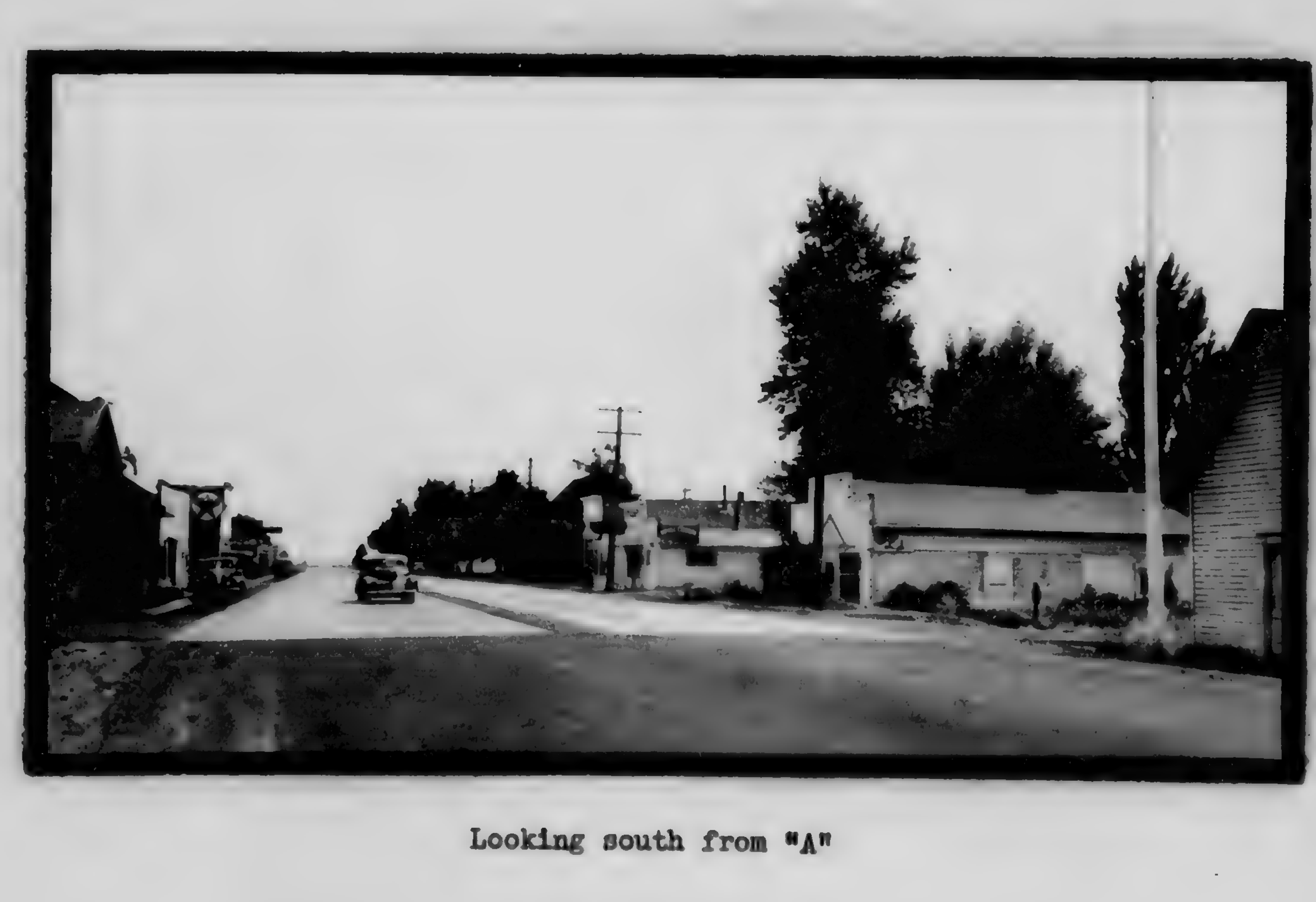
Construction was awarded Porter W. Yett, Portland contractor, on a bid of $141,722. Bob Ellis, G. E. Julius and George Makano were general superintendent, paving foreman and grading foreman, respectively. A. B. Dean was resident engineer.

EXPERIMENTAL PAVEMENT - HALSEY, OREGON

SN-U-FAP 56-G (1)



Looking south from "D"



Looking south from "A"

EXPERIMENTAL PAVEMENT - HALSEY, OREGON

SN-U-FAP 56-G (1)

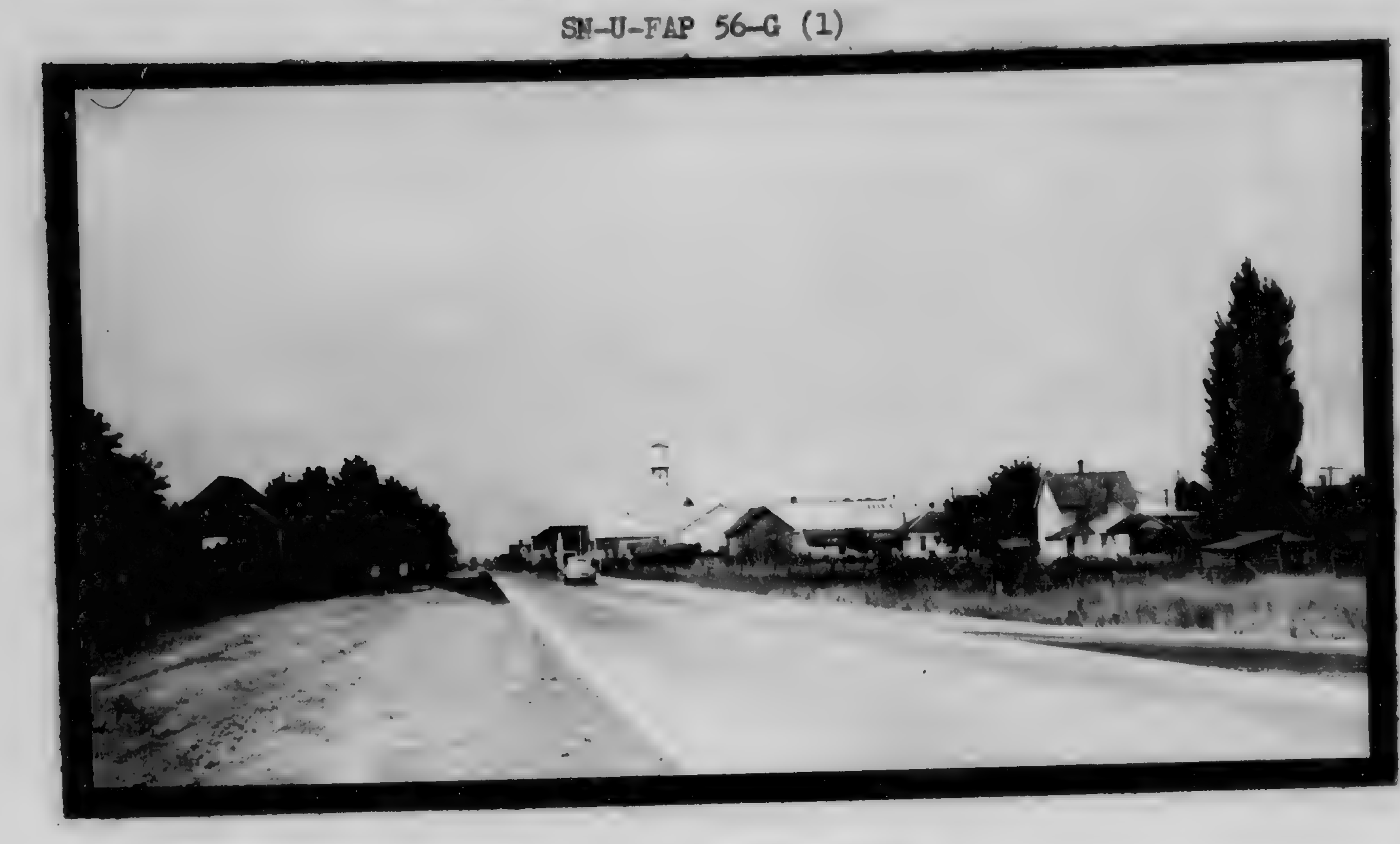
FARM IMPLEMENTS HILL AND C

Looking north from "B"

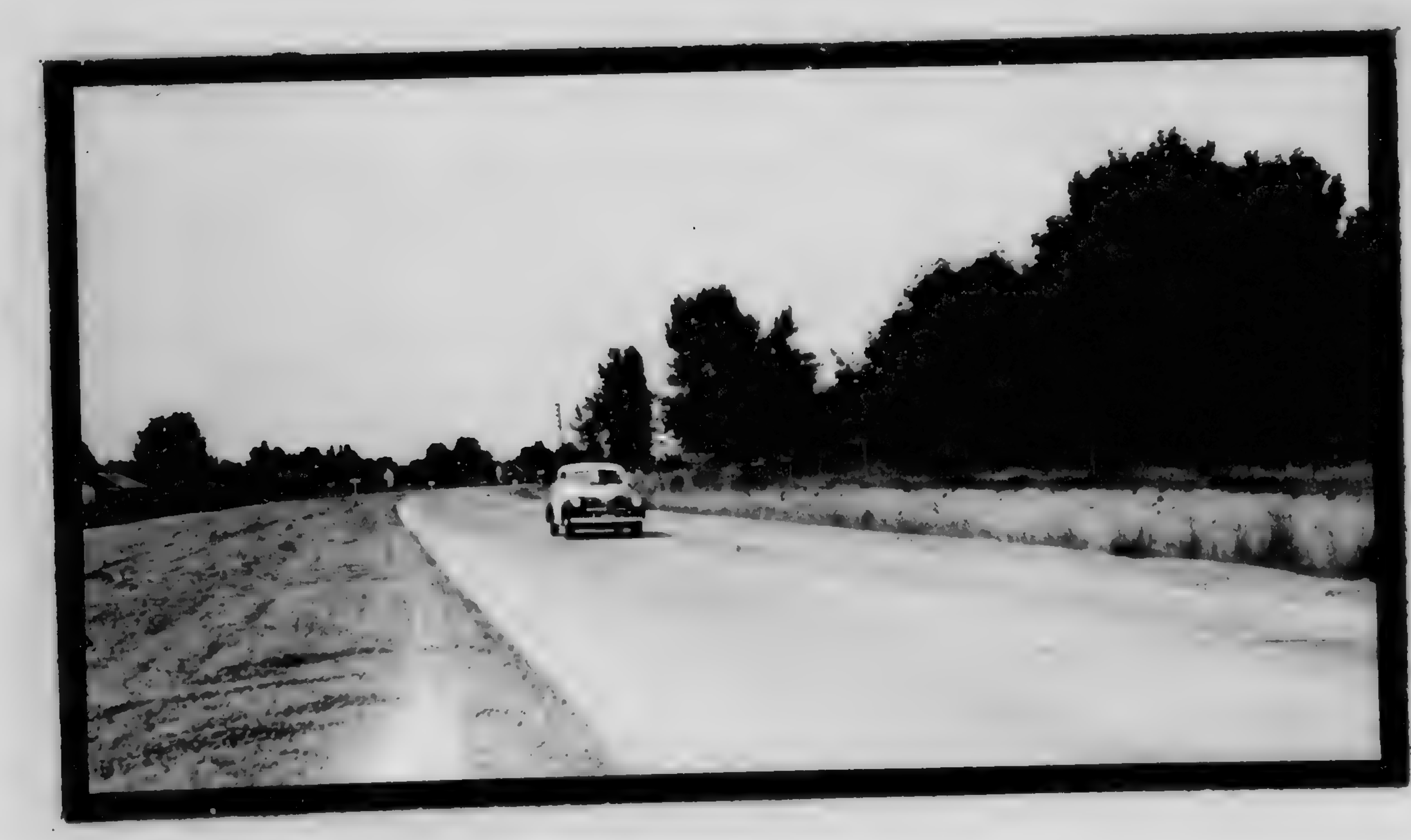
Looking south from "A"

EXPERIMENTAL PAVEMENT - HALSEY, OREGON

SN-U-FAP 56-G (1)



Looking north from "C"



Looking north from "E"

FORM E-30 REVISED 25M 1-41

OREGON STATE HIGHWAY COMMISSION

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
May 1, 1941

Subject: Experimental Paving Project
on the Lombard Street-
Killingsworth Street Section

To: Mr. Carl P. Richards
Office

Dear Sir:

A few minor changes in the outline for the cooperative experimental concrete paving project on the Lombard Street-Killingsworth Street Section have been decided upon. These changes are as follows:

1. In Section 3, we will increase the number of permanent monument installations to provide a set of monuments at the midpoint of each subsection. This will require four additional sets of monuments at the following stations:

88+22.5	165+30.3
92+27.5	169+35.3

2. In Paragraph 4 on Page 16, it is provided that detailed temperatures of the pavement slab during the hardening period should be taken at at least three points on each project. This is extended to require these detailed temperature measurements to be made at one point on each of the seven experimental sections (Section 3 is considered as two sections).

3. On Page 20, the outline provides for four sets of observations of seasonal change each year. This is extended to provide for a set of measurements each month during the first year of the life of the experiment and four sets per year for each following year. The same change will be made in the measurement of daily changes in joint width which is specified in the last paragraph on Page 20. These measurements will be taken at approximately the same time as the measurements of seasonal change noted above.

Very truly yours,

G. S. Paxson
Bridge Engineer

GSP CM

[illegible]

[illegible]

[illegible]

[illegible]

[illegible]

[illegible]

[illegible]

[illegible]

[illegible]

[illegible]

[illegible]

[illegible]

[illegible]

[illegible]

[illegible]

While the entire length of the [illegible] given above will be constructed in accordance with the procedures given, only selected portions

[illegible]

1. [illegible]

   [illegible]

2. [illegible]

3. [illegible]

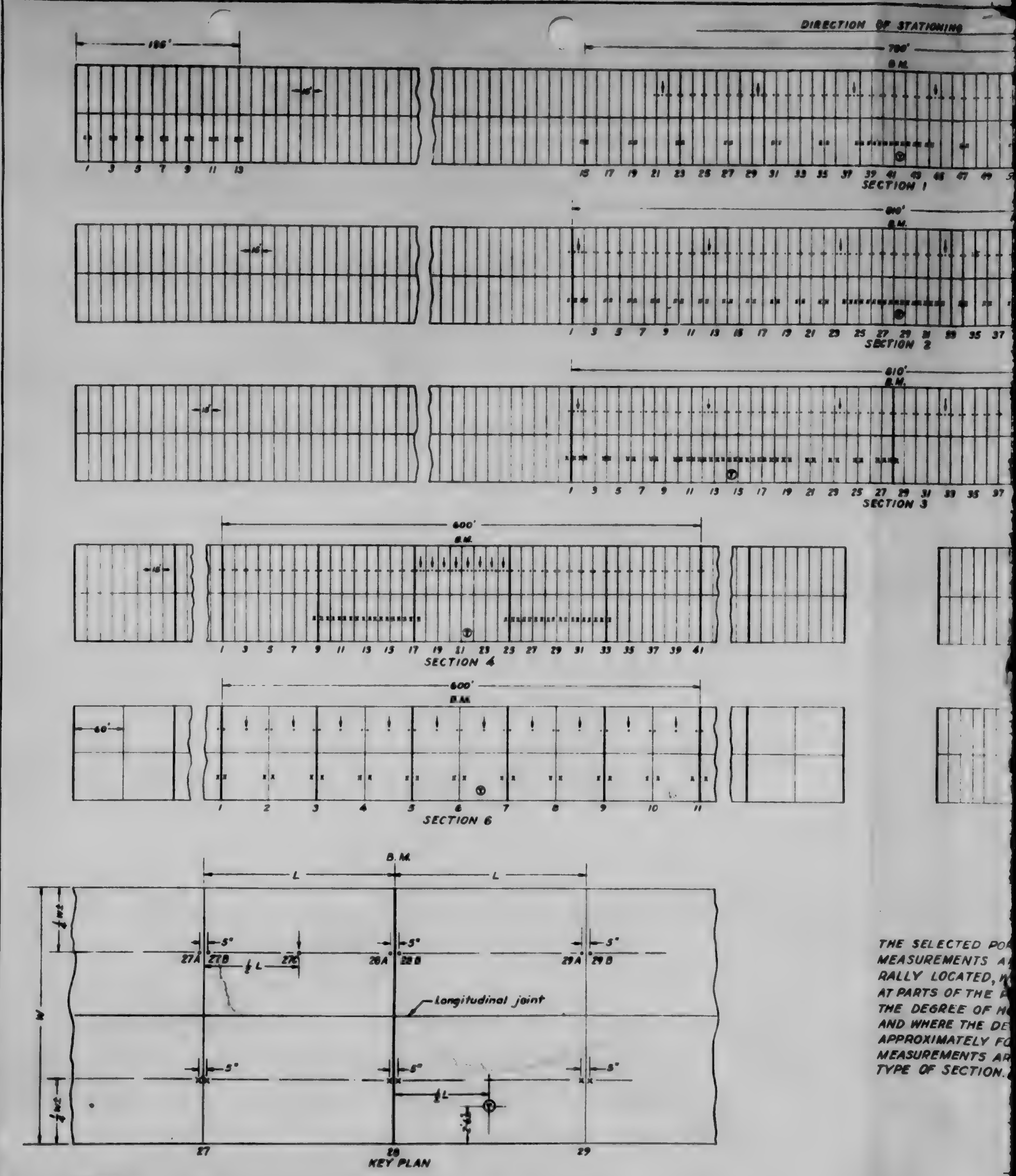
4. [illegible]

5. [illegible]

6. [illegible]

7. [illegible]

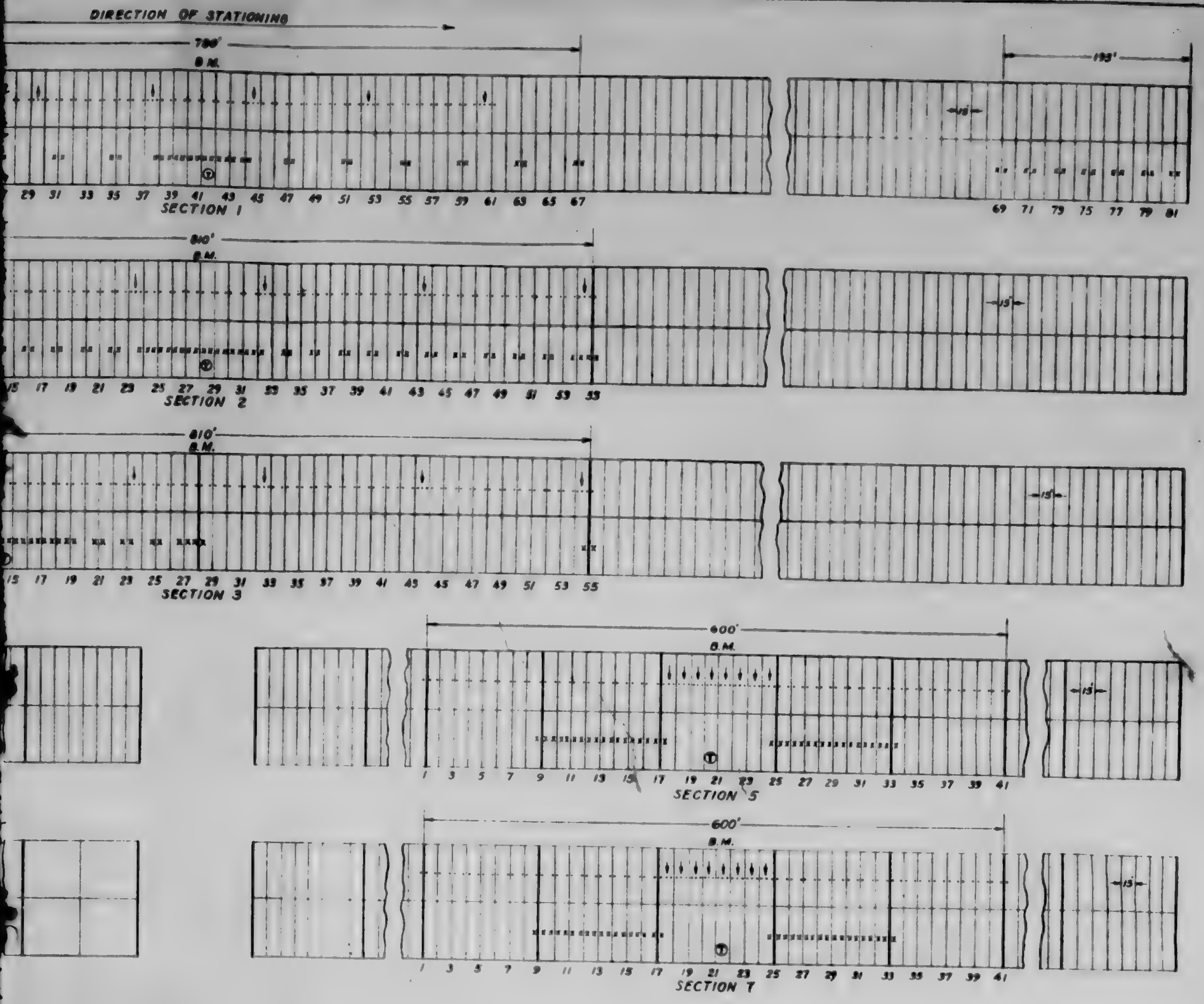
8. [illegible]


DIRECTION OF STATIONING
185'
15'
700'
B.M.
1 3 5 7 9 11 13
15 17 19 21 23 25 27 29 31 33 35 37 39 41 43 45 47 49
SECTION 1
810'
B.M.
15'
1 3 5 7 9 11 13 15 17 19 21 23 25 27 29 31 33 35 37
SECTION 2
810'
B.M.
15'
1 3 5 7 9 11 13 15 17 19 21 23 25 27 29 31 33 35 37
SECTION 3
600'
B.M.
15'
1 3 5 7 9 11 13 15 17 19 21 23 25 27 29 31 33 35 37 39 41
SECTION 4
600'
B.M.
60'
1 2 3 4 5 6 7 8 9 10 11
SECTION 6
B.M.
L
L
$\frac{1}{4}$W
5"
27A
27B
$\frac{1}{2}$L
27C
28A
28B
29A
29B
Longitudinal joint
W
$\frac{1}{2}$L
$\frac{1}{4}$W
27
28
29
KEY PLAN

Legend:

———	Contraction joint	Ⓣ	Temperature well. For detail see Dwg. D-406
━━━	Expansion joint	W	Width of two lanes of pavement.
x x	Gage points at which changes in joint widths are measured. For detail see Dwg. D-405	L	Distance between two transverse joints
· —·}	Points at which changes in elevations are measured. For detail see Dwg. D-406	27,28,29-	Joint numbers.
		B.M.	Bench mark centrally located at suitable place for leveling. For detail see Dwg. D-405

THE SELECTED PO
MEASUREMENTS A
RALLY LOCATED,
AT PARTS OF THE
THE DEGREE OF H
AND WHERE THE DE
APPROXIMATELY FO
MEASUREMENTS AR
TYPE OF SECTION.


DIRECTION OF STATIONING
780'
B.M.
193'
15'
29 31 33 35 37 39 41 43 45 47 49 51 53 55 57 59 61 63 65 67
69 71 73 75 77 79 81
SECTION 1
810'
B.M.
15'
15 17 19 21 23 25 27 29 31 33 35 37 39 41 43 45 47 49 51 53 55
SECTION 2
810'
B.M.
15'
15 17 19 21 23 25 27 29 31 33 35 37 39 41 43 45 47 49 51 53 55
SECTION 3
600'
B.M.
15'
1 3 5 7 9 11 13 15 17 19 21 23 25 27 29 31 33 35 37 39 41
SECTION 5
600'
B.M.
15'
1 3 5 7 9 11 13 15 17 19 21 23 25 27 29 31 33 35 37 39 41
SECTION 7

THE SELECTED PORTIONS OF EACH SECTION, ON WHICH MEASUREMENTS ARE TO BE MADE, SHOULD BE CENTRALLY LOCATED, WHEN POSSIBLE. THEY SHOULD BE AT PARTS OF THE PAVEMENT WHERE THE GRADE IS RELATIVELY LEVEL; THE DEGREE OF HORIZONTAL CURVATURE IS A MINIMUM, AND WHERE THE DEPTH OF EMBANKMENT DOES NOT EXCEED APPROXIMATELY FOUR FEET.
MEASUREMENTS ARE TO BE MADE ON ONLY ONE OF EACH TYPE OF SECTION.

TOTAL NUMBER REQUIRED
FOR TEST PURPOSES :

Elevation points	622
Gage points for joint width measurements	304
Temperature wells	7
Bench marks	7 (approx.)

D-405

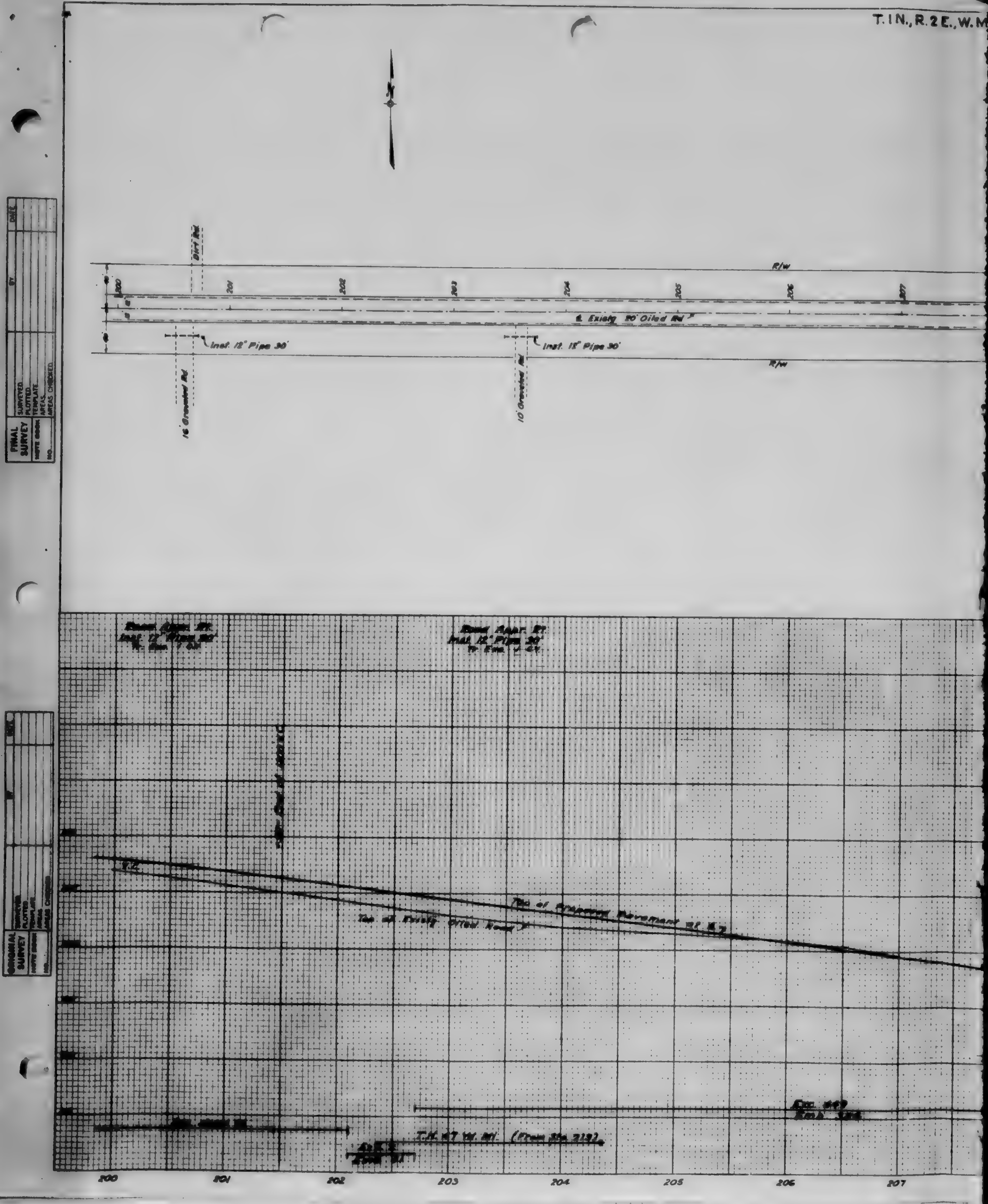
le
-405

PUBLIC ROADS ADMINISTRATION

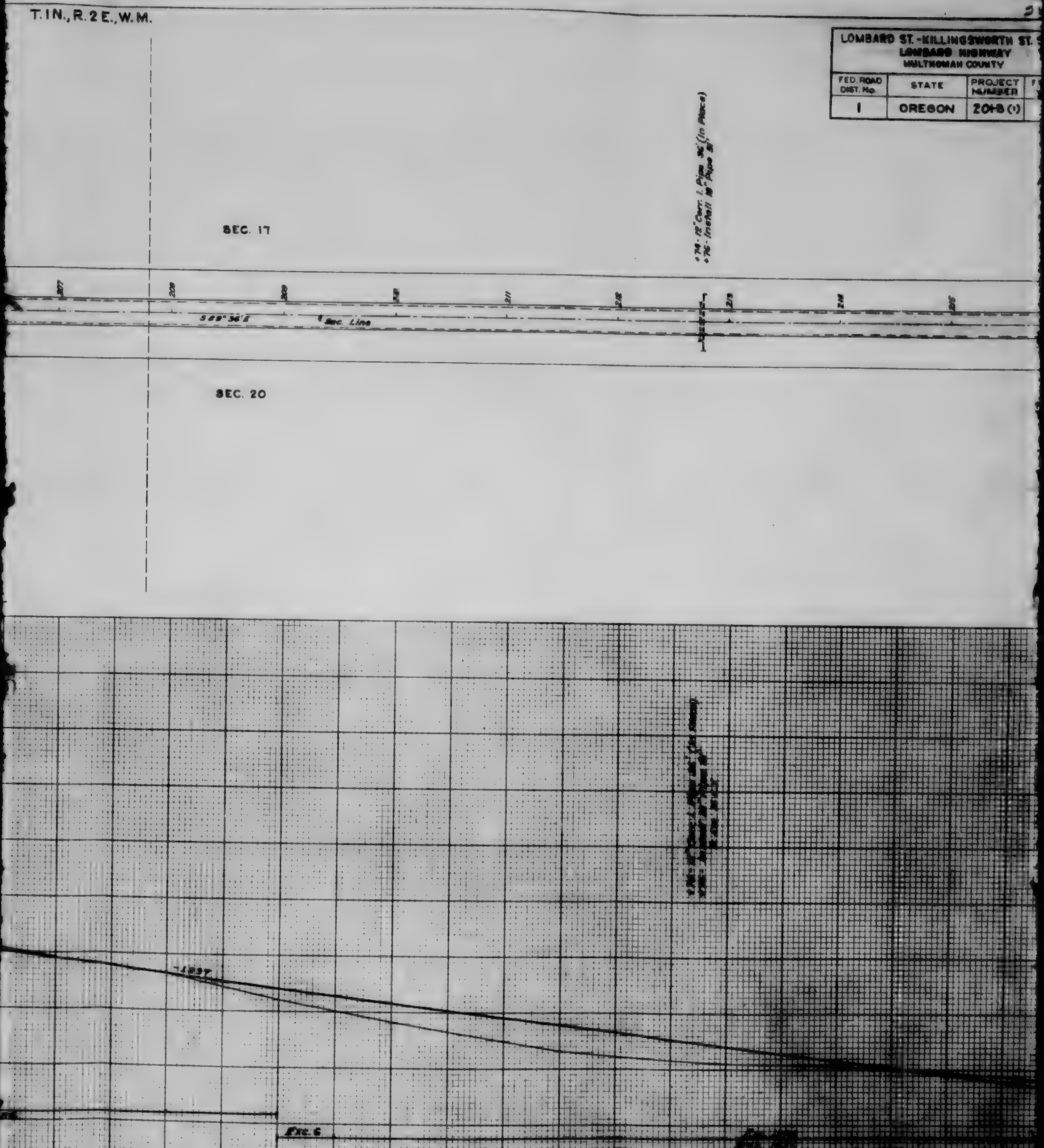
PLAN SHOWING POINTS AT WHICH
MEASUREMENTS ARE TO BE MADE FOR
CONTRACTION JOINT SPACING OF 15 FEET

MAY 1940

T.1N., R.2E., W.M.

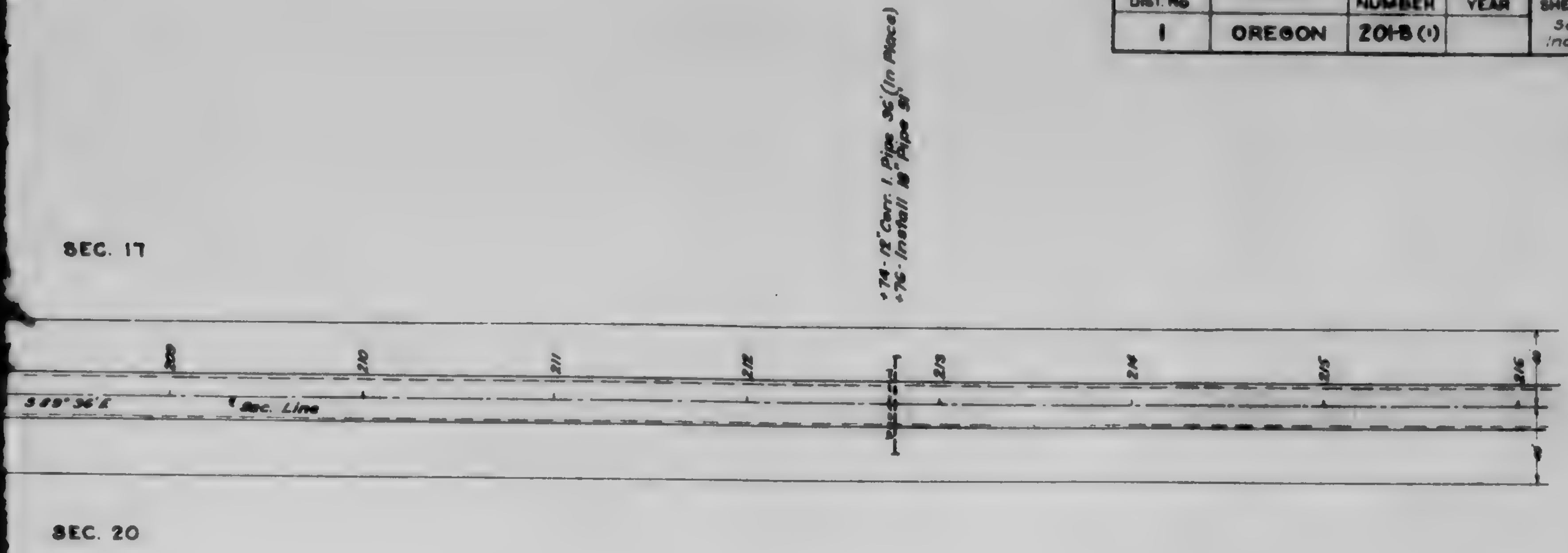

Dirt Rd
R/W
200
201
202
203
204
205
206
207
℄ Exist'g 20' Oiled Rd
Inst. 12" Pipe 30'
Inst. 15" Pipe 30'
16' Graveled Rd
10' Graveled Rd
R/W
Inst. 12" Pipe 30'
Inst. 12" Pipe 30'
Top of Proposed Pavement at ℄
Top of Exist'g Oiled Road
T.H. 47 W. Rd. (From Sta. 219)
Exc. 449
Emb. 326
200
201
202
203
204
205
206
207
FINAL SURVEY
SURVEYED
PLOTTED
TEMPLATE
AREAS
AREAS CHECKED
BY
DATE
ORIGINAL SURVEY
SURVEYED
PLOTTED
TEMPLATE
AREAS
AREAS CHECKED

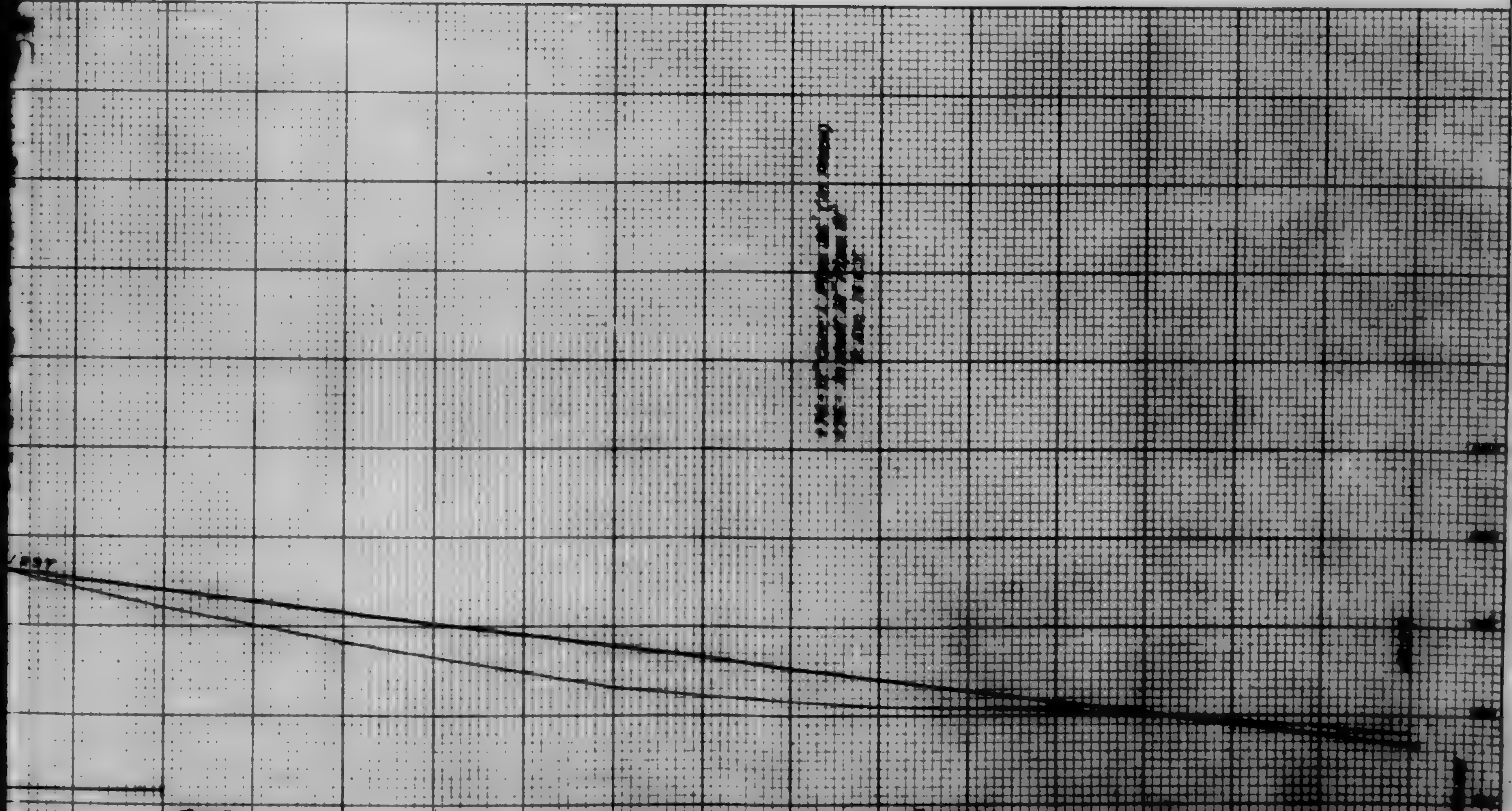
LOMBARD ST.-KILLINGSWORTH ST. LOMBARD HIGHWAY MULTNOMAH COUNTY		
FED. ROAD DIST. No.	STATE	PROJECT NUMBER
1	OREGON	20-B (1)

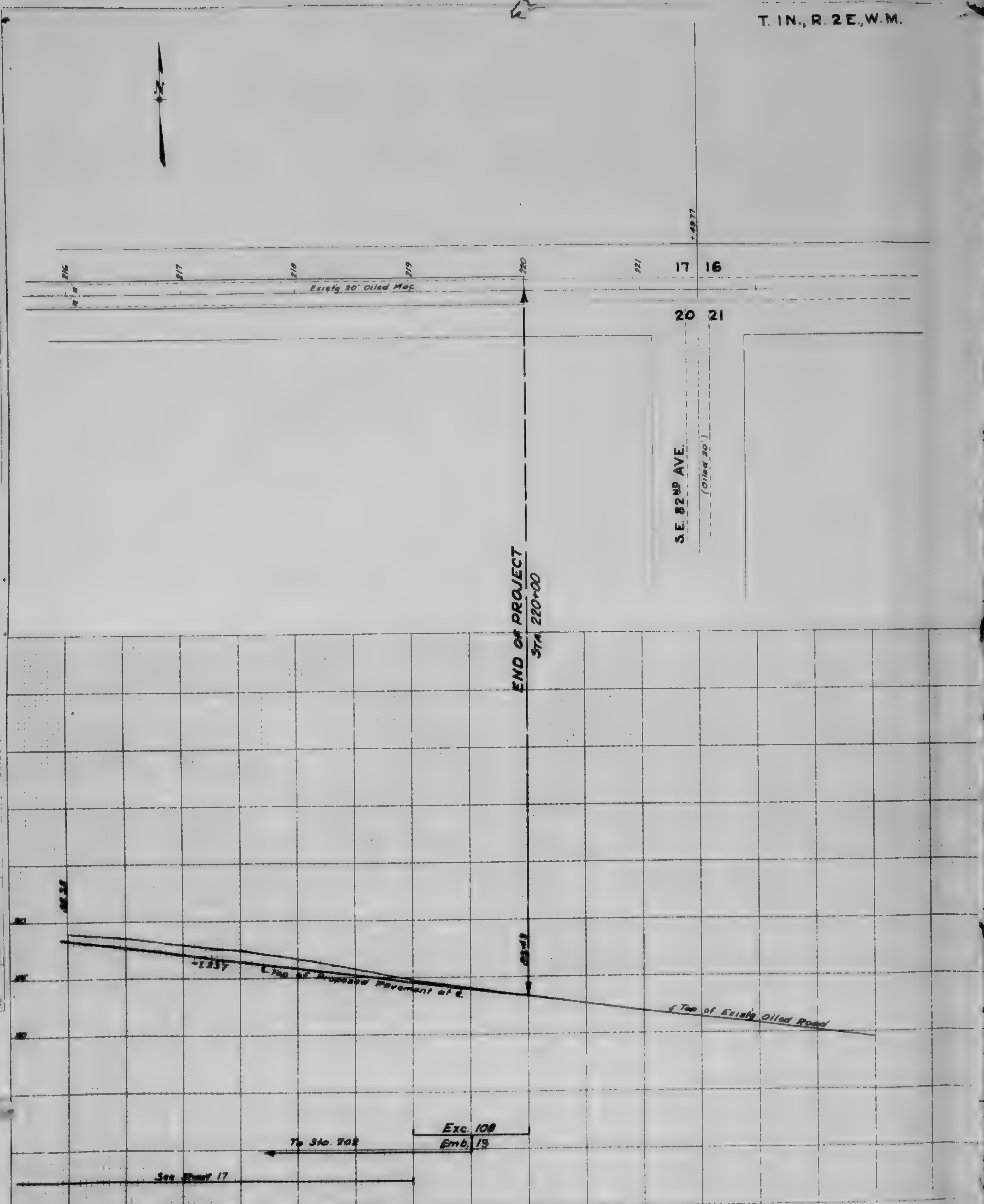

T.1N., R.2E., W.M.
SEC. 17
SEC. 20
S 89° 36' E
℄ Sec. Line
+74-72' Corr. I. Pipe 36' (In Place)
+76 Install 18" Pipe 31'
Exc. 6
207
208
209
210
211
212
213
214
215

5V-6-C

LOMBARD ST.-KILLINGSWORTH ST. SEC. LOMBARD HIGHWAY MULTNOMAH COUNTY				SHEET No. 17
FED. ROAD DIST. No	STATE	PROJECT NUMBER	FISCAL YEAR	TOTAL SHEETS
1	OREGON	201-B (1)		See Index


+74-12" Corr. I. Pipe 36' (In Place)
+76- Install 18" Pipe 51'
SEC. 17
SEC. 20
S 89°36'E
℄ Sec. Line
209
210
211
212
213
214
215
216


Exc. 6
209
210
211
212
213
214
215
216


T. 1N., R. 2E., W.M.
N
+49.77
216
217
218
219
220
221
17
16
20
21
Exist'g 20' Oiled Mac
S.E. 82ND AVE.
(Oiled 20')
END OF PROJECT
STA 220+00
-1.237
℄ Top of Proposed Pavement at ℄
℄ Top of Exist'g Oiled Road
Exc. 108
Emb. 13
To Sta. 202
See Sheet 17
216
217
218
219
220
221

FINAL SURVEY
NOTE BOOK
NO.
SURVEYED
PLOTTED
TEMPLATE
AREAS
AREAS CHECKED

ORIGINAL SURVEY
NOTE BOOK
NO.

3V-6

M.

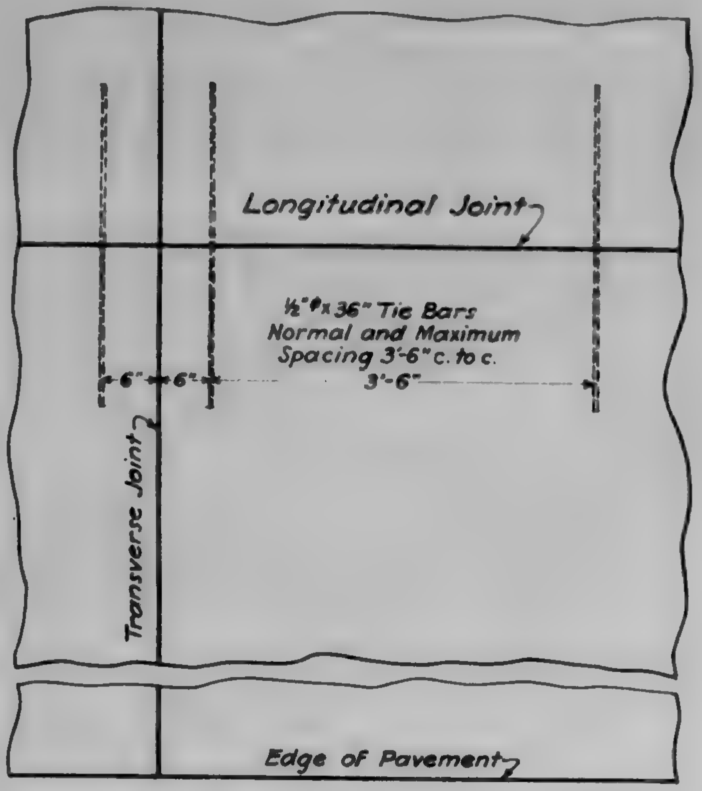
LOMBARD ST.-KILLINGSWORTH ST. SEC. LOMBARD HIGHWAY MULTNOMAH COUNTY				SHEE No 18
FED. ROAD DIST No.	STATE	PROJECT NUMBER	FISCAL YEAR	TOT SHEE
1	OREGON	201-B(1)		Se Inde

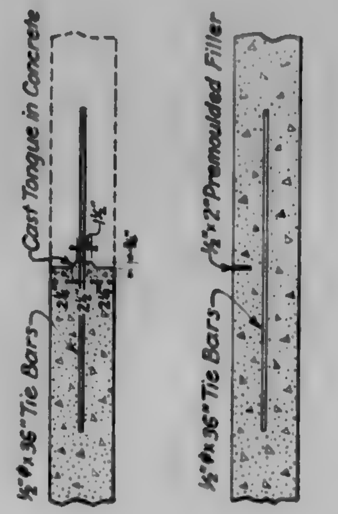
3V-6-2"

LOMBARD ST.-KILLINGSWORTH ST. SEC. LOMBARD HIGHWAY MULTNOMAH COUNTY				SHEET No 18
FED. ROAD DIST No	STATE	PROJECT NUMBER	FISCAL YEAR	TOTAL SHEETS
1	OREGON	201-B(1)		See index

DETAIL OF LONGITUDINAL JOIN

Scale 1"=1'-0"


Longitudinal Joint
½"ϕ x 36" Tie Bars
Normal and Maximum
Spacing 3'-6" c. to c.
6"
6"
3'-6"
Transverse Joint
Edge of Pavement

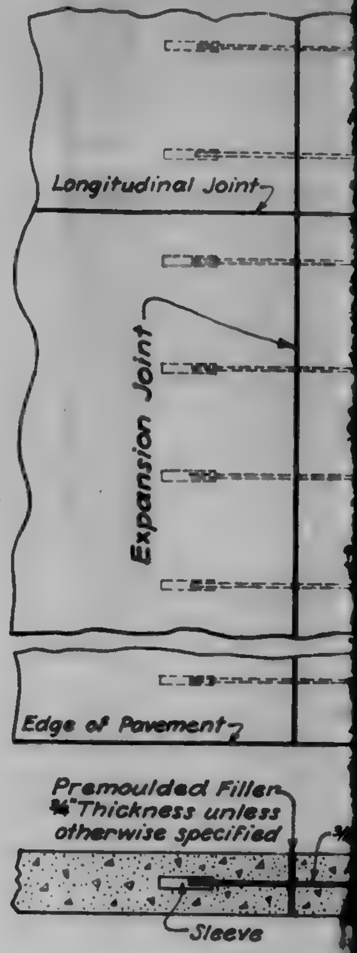

Cast Tongue in Concrete
½"ϕ x 36" Tie Bars
2¼
2¼
2¼
1½"
½"
½"x2" Premoulded Filler
½"ϕ x 36" Tie Bars

Contact Type

Dummy Type

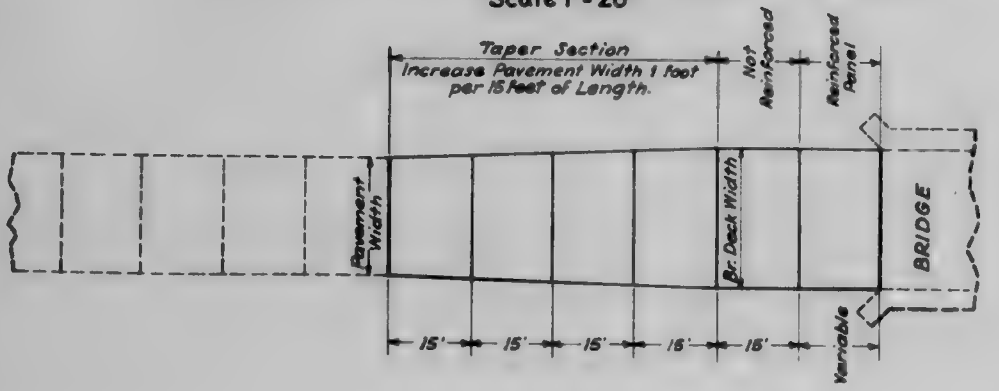
Expansion J

For Spacing see Spec


Longitudinal Joint
Expansion Joint
Edge of Pavement
Premoulded Filler
¾"Thickness unless
otherwise specified
Sleeve

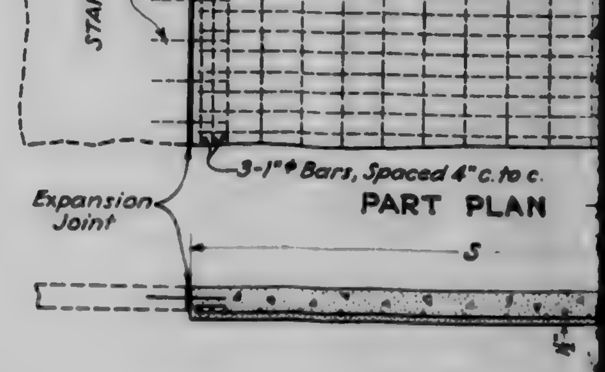
PAVEMENT LAYOUT AT BRIDGE ENDS

Scale 1"=20'


Taper Section
Increase Pavement Width 1 foot
per 15 feet of Length.
Not Reinforced
Reinforced Panel
Pavement Width
Br. Deck Width
BRIDGE
15'
15'
15'
15'
15'
Variable

'S'	'T'	Bars 'A'		Bars 'B'	
		Size	Spc.	Size	Spc.
10'	8"	⅝"ϕ	6"	⅝"ϕ	12"
15'	10"	¾"ϕ	6"	¾"ϕ	12"
20'	12"	⅞"ϕ	7"	⅞"ϕ	14"

REINFORCED PANELS AT BRID


Edge of Pavement
Bars 'A'
STANDARD PAVEMENT
Dowel Bars
3-1"ϕ Bars, Spaced 4" c. to c.
Expansion Joint
S

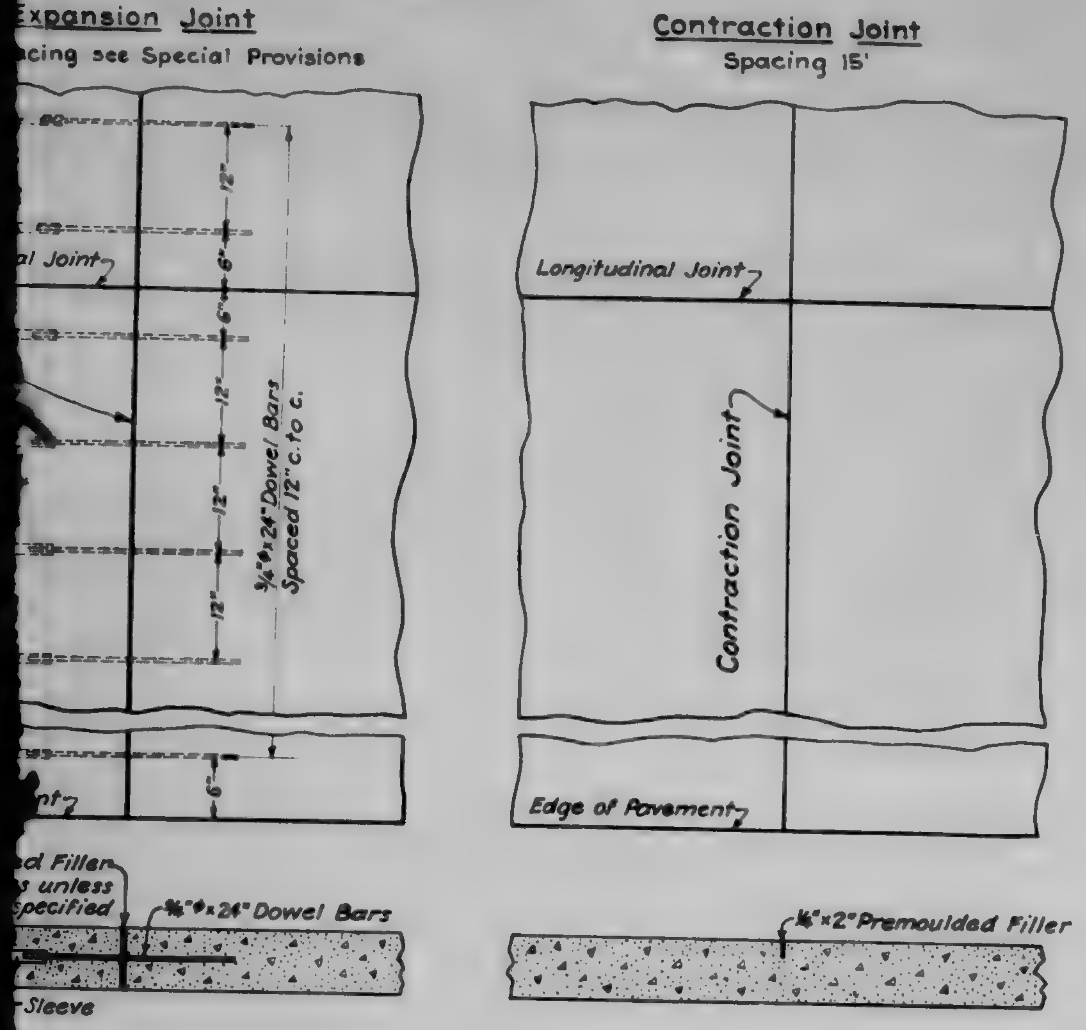
PART PLAN

SECTION

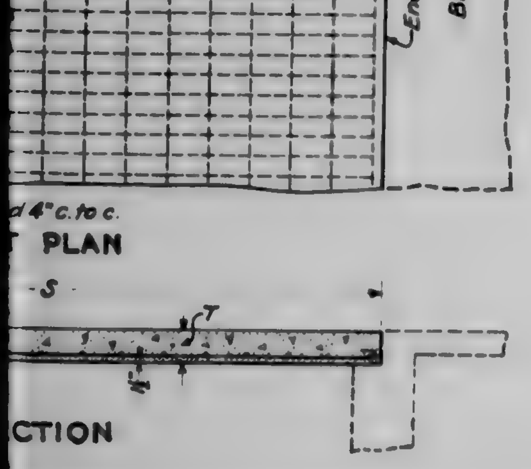
Dwg. No. 2048

DETAIL OF TRANSVERSE JOINTS

Scale 1"=1'-0"


Expansion Joint
acing see Special Provisions
al Joint
12"
6"
6"
12"
12"
12"
6"
3/4"φ×24" Dowel Bars Spaced 12" c. to c.
nt
d Filler
s unless
specified
3/4"φ×24" Dowel Bars
Sleeve
Contraction Joint
Spacing 15'
Longitudinal Joint
Contraction Joint
Edge of Pavement
1/4"×2" Premoulded Filler

AT BRIDGE ENDS


Bars 'A'
Bars 'B'
End of Bridge
BRIDGE
d 4" c. to c.
T PLAN
S
T
CTION

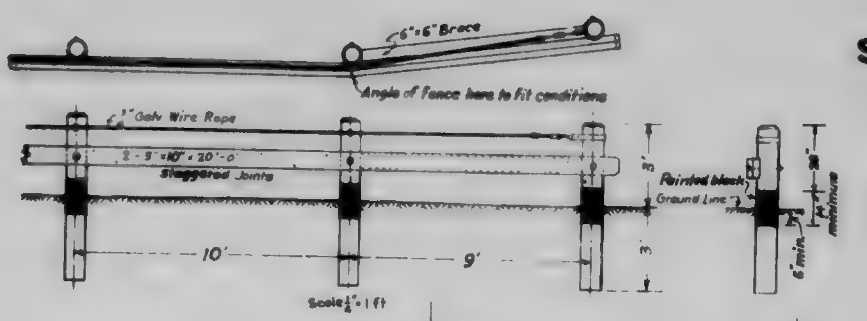
OREGON STATE HIGHWAY DEPARTMENT
Paving Details for
STANDARD PORTLAND CEMENT
CONCRETE PAVEMENT
Scale as shown October, 1939.
Revised: 10-40

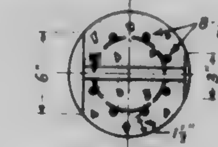
Dwg. No. 2048

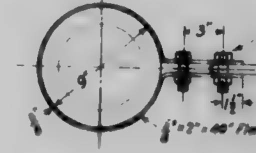
OREGON STATE HIGHWAY DEP

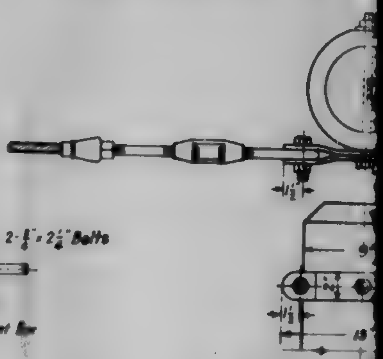
STANDARD ONE-RAIL AND CABL

WITH REINFORCED CONCR

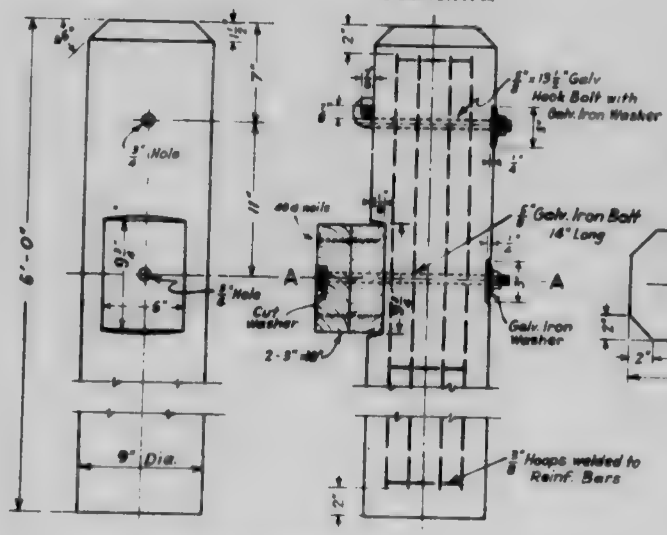

6"×6" Brace
Angle of Fence here to fit conditions
$\frac{5}{8}$" Galv. Wire Rope
2 - 3"×10"×20'-0"
Staggered Joints
Painted black
Ground Line
10'
9'
3'
6" min.
minimum
Scale $\frac{1}{4}$"=1 ft


8 - $\frac{1}{2}$"φ × 5'-8" Bars
6"
3"
$1\frac{1}{2}$"
Section A-A

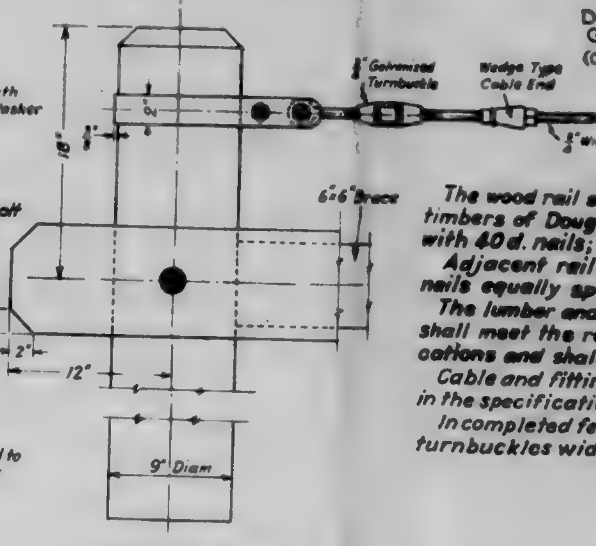

9"
3"
2 - $\frac{5}{8}$" × $2\frac{1}{2}$" Bolts
$\frac{1}{4}$" × 2" × 40" Flat Bar



Detail of In
Guy Post At
(One to be install


$\frac{3}{4}$" Hole
7"
11"
6'-0"
$9\frac{1}{2}$"
6"
$\frac{3}{4}$" Hole
A
A
Cut washer
2 - 3" ×10"
40 d nails
$\frac{5}{8}$" × $13\frac{1}{2}$" Galv. Hook Bolt with Galv. Iron Washer
$\frac{5}{8}$" Galv. Iron Bolt 14" Long
Galv. Iron Washer
$\frac{3}{8}$" Hoops welded to Reinf. Bars
9" Dia.
2"
Detail of Inside Posts

Scale $1\frac{1}{2}$"=1 ft.


$\frac{5}{8}$" Galvanized Turnbuckle
Wedge Type Cable End
$\frac{5}{8}$" Wire Rope
18"
6"×6" Brace
2"
2"
12"
9" Diam
Detail of End Posts

Scale $1\frac{1}{2}$"=1 ft

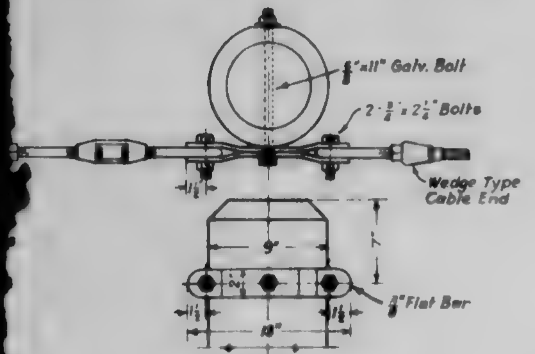
The wood rail shall be bui
timbers of Douglas Fir and
with 40 d. nails; nails to be
Adjacent rail to be spik
nails equally spaced and
The lumber and timber us
shall meet the requiremen
cations and shall be S.4 S
Cable and fittings shall m
in the specifications.
In completed fence, cable
turnbuckles wide open for

NOTE:-
For all painting of Posts see Special Provisions.

STATE HIGHWAY DEPARTMENT

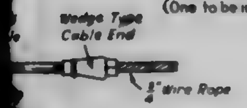
E-RAIL AND CABLE GUARD FENCE

REINFORCED CONCRETE POSTS



$\frac{5}{8}$"x11" Galv. Bolt
2-$\frac{3}{4}$"x2$\frac{1}{2}$" Bolts
1$\frac{1}{2}$"
Wedge Type Cable End
9"
7"
$\frac{3}{8}$" Flat Bar
1$\frac{1}{2}$"
1$\frac{1}{2}$"
18"

Detail of Intermediate
Guy Post Attachment
(One to be installed every 500 ft. of fence)

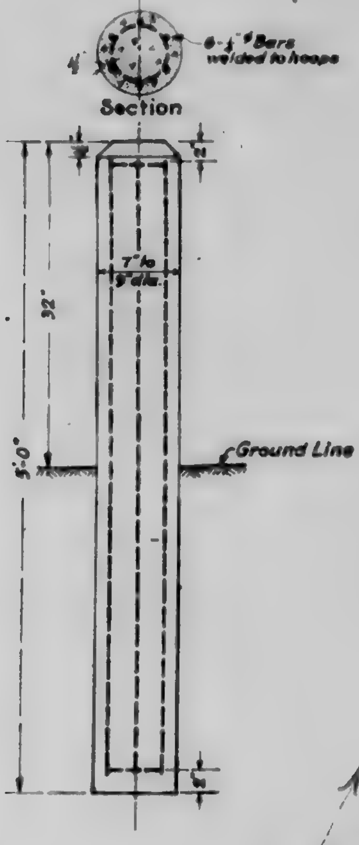


Wedge Type Cable End
$\frac{3}{4}$" Wire Rope

he wood rail shall be built up of 3"x10"x 20'-0"
mbers of Douglas Fir and fastened together
ith 40 d. nails; nails to be spaced 12" and staggered.
Adjacent rail to be spiked to brace with 9 - 60 d.
ails equally spaced and staggered.
The lumber and timber used in the rails and braces
hall meet the requirements stated in the specifi-
ations and shall be S.4 S.
Cable and fittings shall meet requirements stated
n the specifications.
Incompleted fence, cable shall be tight with all
urnbuckles wide open for future use.

painting of Posts
ial Provisions.

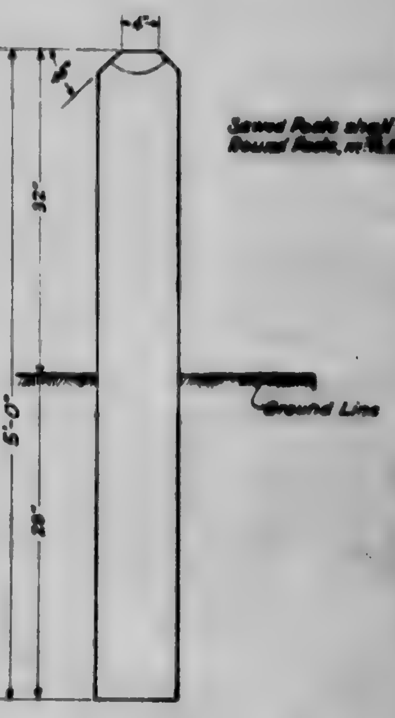
STANDARD CONCRETE SIGHT POST



4"
6-$\frac{1}{4}$" Bars welded to hoops
Section
$\frac{3}{4}$"
2"
7" to 9" dia.
32"
5'-0"
Ground Line
2"

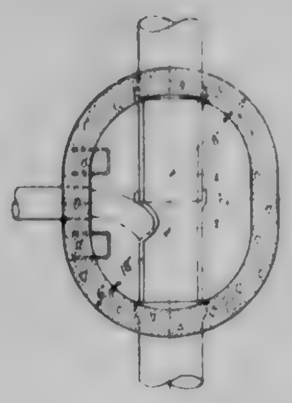
See DRG. No 2051

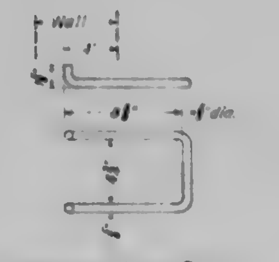
STANDARD WOOD SIGHT POST



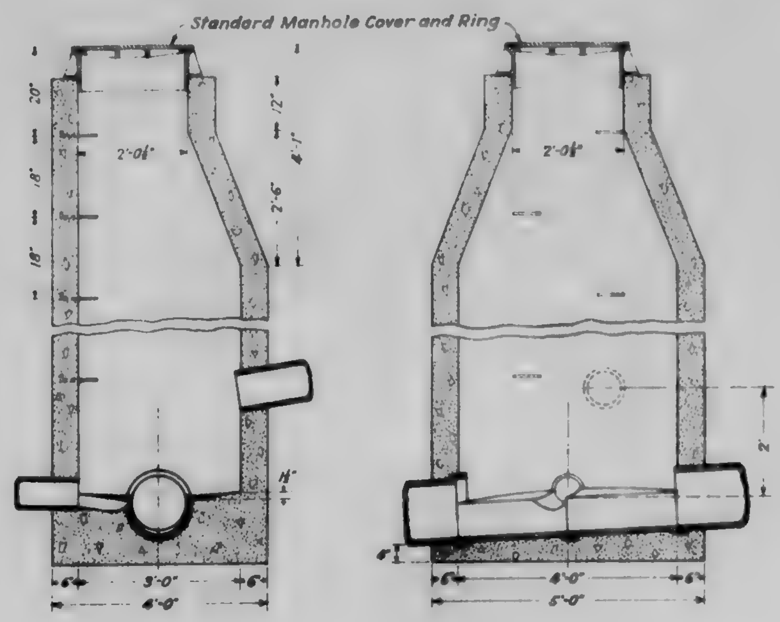
4"
45°
32"
5'-0"
28"
Ground Line

Sawed Posts shall be [illegible]
Round Posts, [illegible]

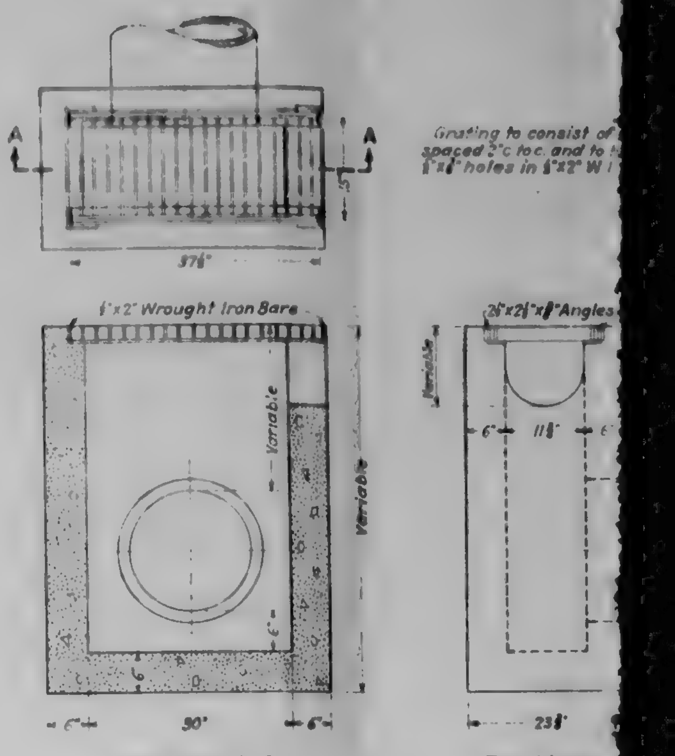



Wall
4"
8½"
⅞" dia.
4½"

WROUGHT IRON STEP
Scale 1½"=1 ft.


Standard Manhole Cover and Ring
20"
18"
18"
12"
2'-6"
4'-1"
2'-0½"
2'-0½"
1½"
2'
6"
6"
3'-0"
6"
4'-0"
6"
4'-0"
6"
5'-0"

CONCRETE MANHOLE
Scale ½"=1 ft.

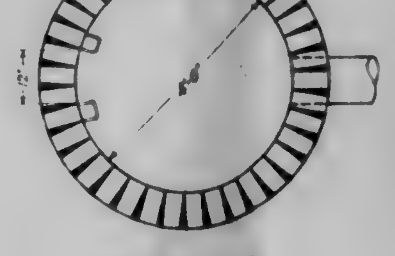

A
A
5"
37½"
½"x2" Wrought Iron Bars
Variable
Variable
6"
6"
6"
30"
6"
2½"x2½"x⅜" Angles
Variable
6"
11½"
6
23½"

Grating to consist of
spaced 2"c to c. and to
½"x⅜" holes in ½"x2" W I

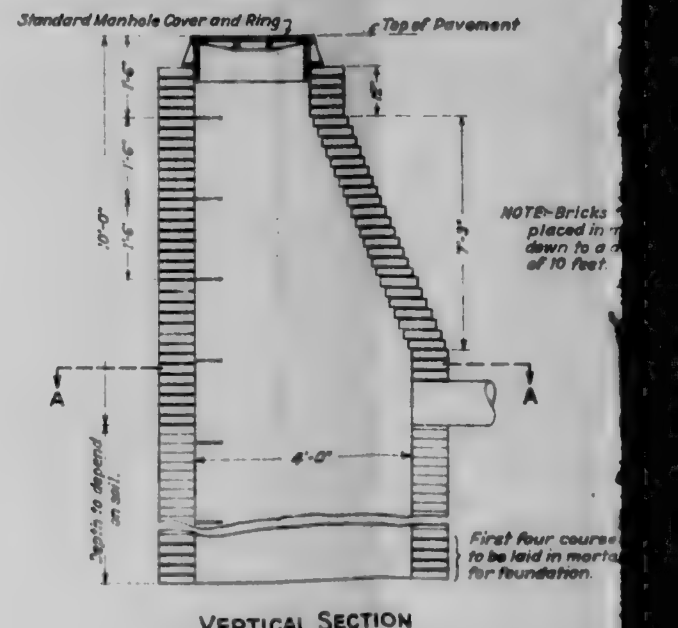
SECTION A-A

END VIEW

CONCRETE CATCH BASIN
Class 'A' Concrete
Scale ⅜"=1 ft.



SECTION A-A

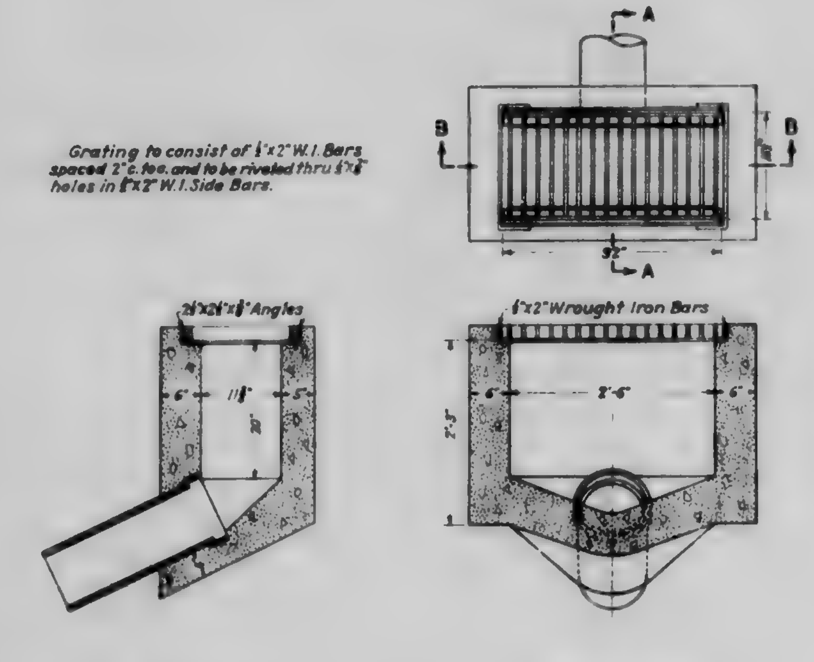

Standard Manhole Cover and Ring
Top of Pavement
1'-6"
1'-6"
1'-6"
10'-0"
12"
7'-3"
A
A
4'-0"
Depth to depend on soil.

NOTE:- Bricks
placed in
down to a
of 10 feet.

First four course
to be laid in morta
for foundation.

VERTICAL SECTION

BRICK DRAINAGE SUMP
No Scale

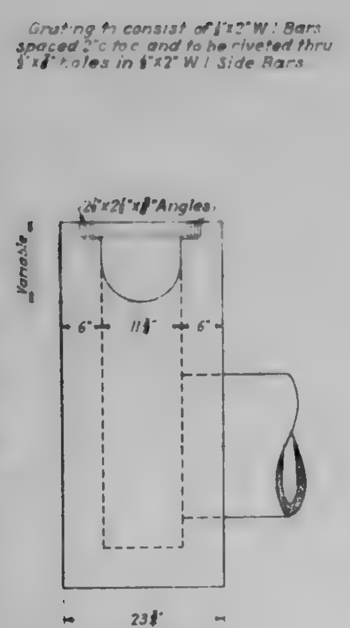

A
A
B
B
18"
32"
2½"x2½"x⅜" Angles
6"
11½"
5"
20"
½"x2" Wrought Iron Bars
6"
2'-6"
6"
2'-3"

Grating to consist of ½"x2" W.I. Bars spaced 2" c. to c. and to be riveled thru ½"x⅜" holes in ½"x2" W.I. Side Bars.

SECTION A-A

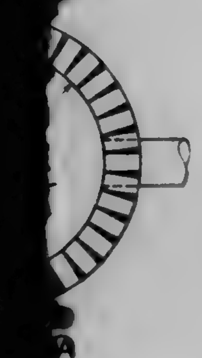
SECTION B-B

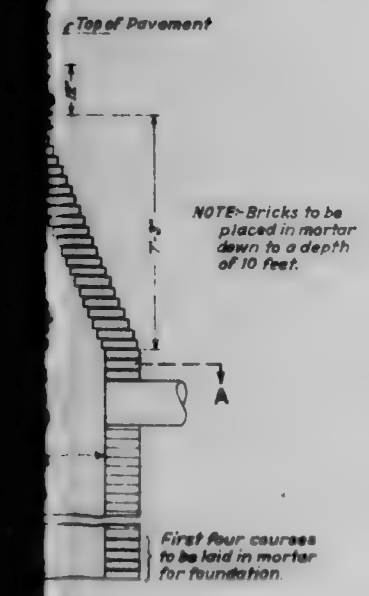
CONCRETE CATCH INLET
Scale ½"=1 ft.


Grating to consist of ½"x2" W.I. Bars spaced 2" c to c and to be riveted thru ½"x½" holes in ½"x2" W.I. Side Bars
2½"x2½"x½" Angles
Variable
6"
11½"
6"
23½"

END VIEW

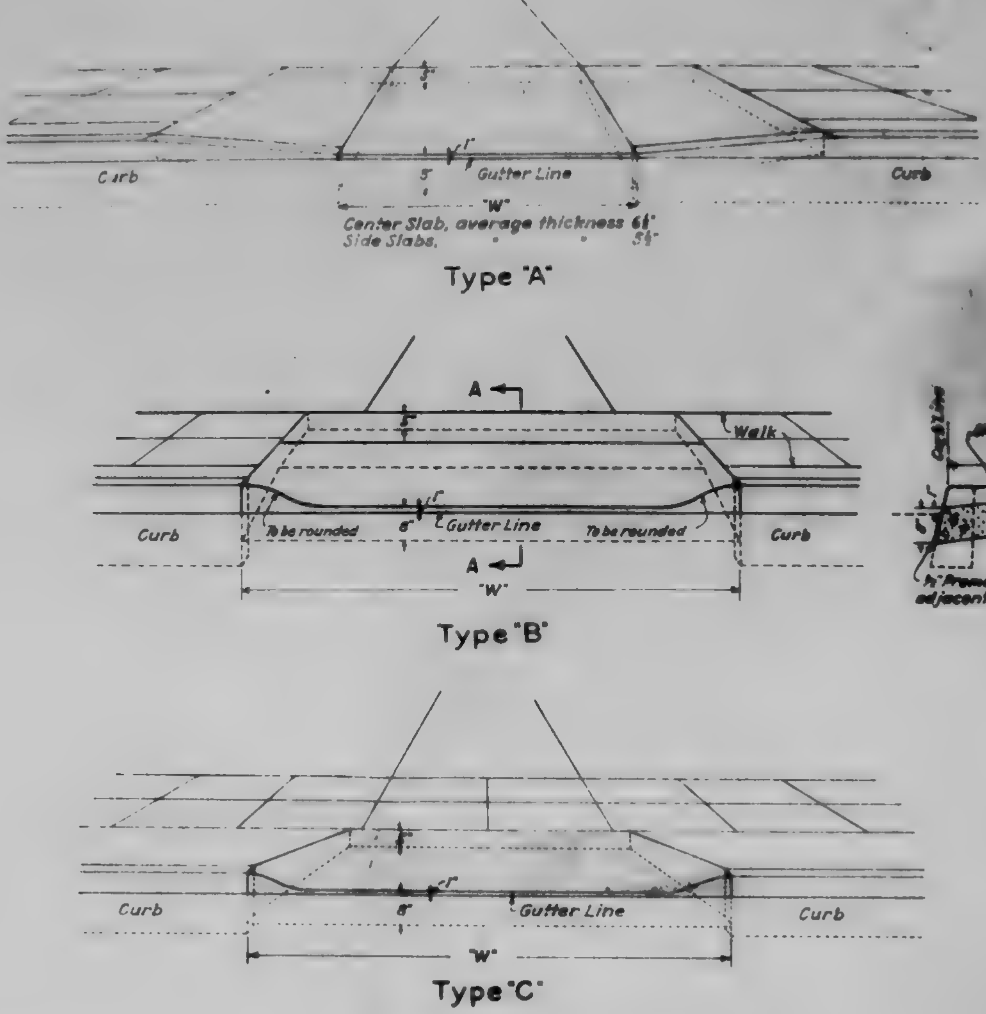
CATCH BASIN
Concrete
½"=1ft.




Top of Pavement
NOTE:- Bricks to be placed in mortar down to a depth of 10 feet.
7'-3"
A
First four courses to be laid in mortar for foundation.

CTION

E SUMP


Curb
5"
Gutter Line
Curb
"W"
Center Slab, average thickness 6½"
Side Slabs, 5½"
A
Walk
Curb
To be rounded
8"
Gutter Line
To be rounded
Curb
A
"W"
Curb
8"
Gutter Line
Curb
"W"

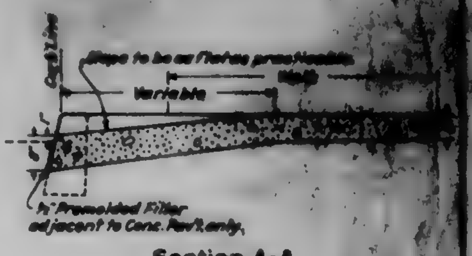
Type "A"

Type "B"

Type "C"

DRIVEWAY APRONS
(Indicated by Shaded Areas)
No Scale

"W" = 12' minimum, 15' minimum on heavily traveled highways.


Curb Line
Slope to be as flat as practicable
Walk
Variable
½" Premolded Filler adjacent to Conc. Pav't. only.

Section A-A

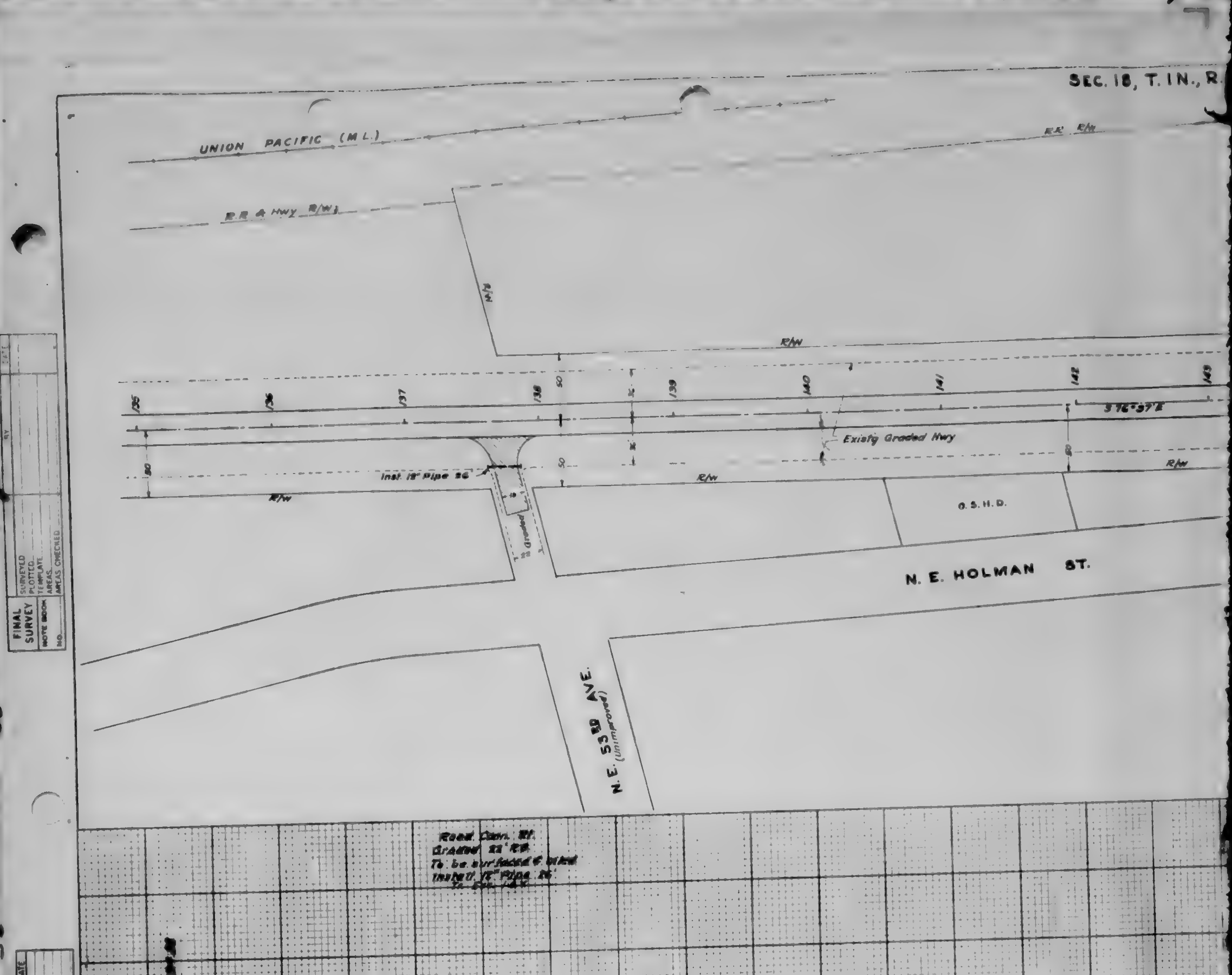
See ... sheet
N: 2050

OREGON STATE HIGHWAY DEPARTMENT

Details of

STANDARD STRUCT

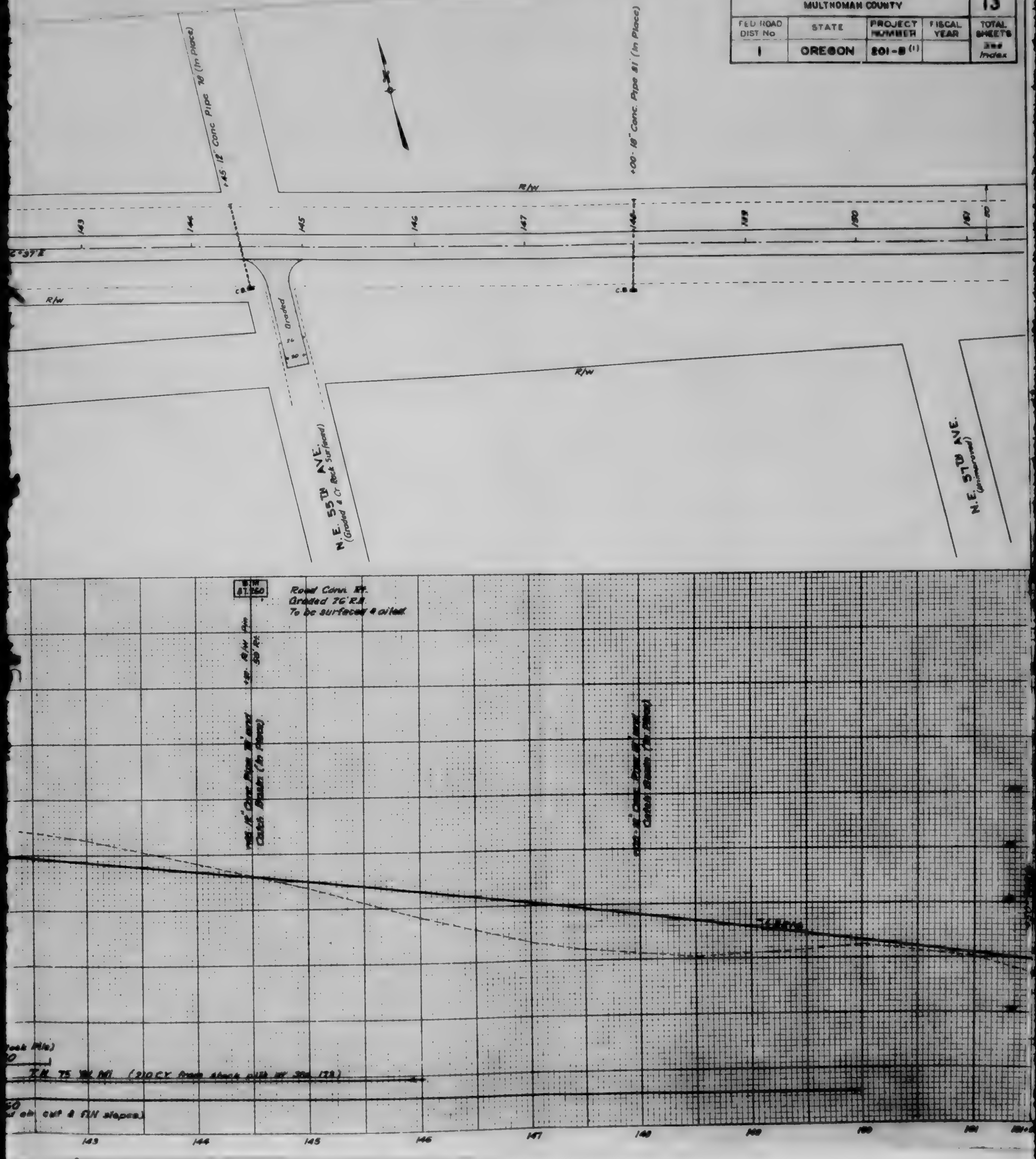
Scales:- As Shown


SEC. 18, T. 1N., R.
UNION PACIFIC (M.L.)
RR R/W
R.R. & Hwy R/W
R/W
R/W
R/W
R/W
R/W
135
136
137
138
139
140
141
142
143
50
50
50
50
S 76° 37' E
Exist'g Graded Hwy
Inst. 18" Pipe 26'
Graded
O.S.H.D.
N. E. HOLMAN ST.
N. E. 53RD AVE. (Unimproved)
Road Conn. Rt.
Graded 22' R.B.
To be surfaced & oiled
Install 12" Pipe 26'
Original Ground Line
Top of Proposed Pavement at ℄
(Top Soil Stock Pile)
Exc. 277
To Sta. 133
(Top Soil Stock Pile)
Exc. 180
Emb. 340
(Top soil to be placed on cut &
Sta. 135
135
136
137
138
139
140
141
142
FINAL SURVEY
SURVEYED
PLOTTED
TEMPLATE
AREAS
AREAS CHECKED
NOTE BOOK
NO.
BY
DATE
ORIGINAL SURVEY
SURVEYED
PLOTTED
TEMPLATE
AREAS
AREAS CHECKED
NOTE BOOK
NO.
BY
DATE

3V-6-2

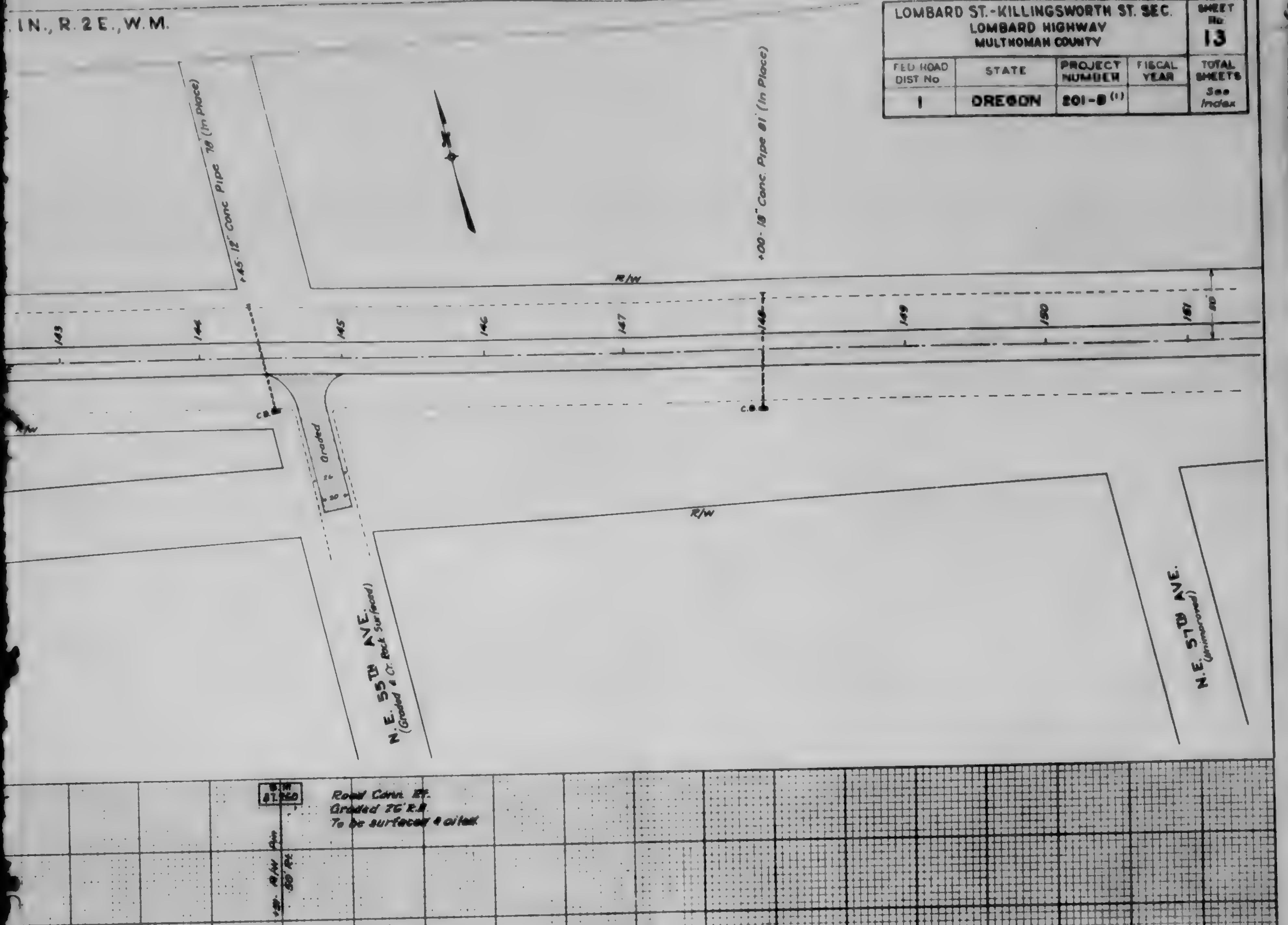
8, T. 1 N., R. 2 E., W.M.

LOMBARD ST.-KILLINGSWORTH ST. SEC. LOMBARD HIGHWAY MULTNOMAH COUNTY				SHEET No. 13
FED ROAD DIST No	STATE	PROJECT NUMBER	FISCAL YEAR	TOTAL SHEETS
1	OREGON	201-B (1)		See Index

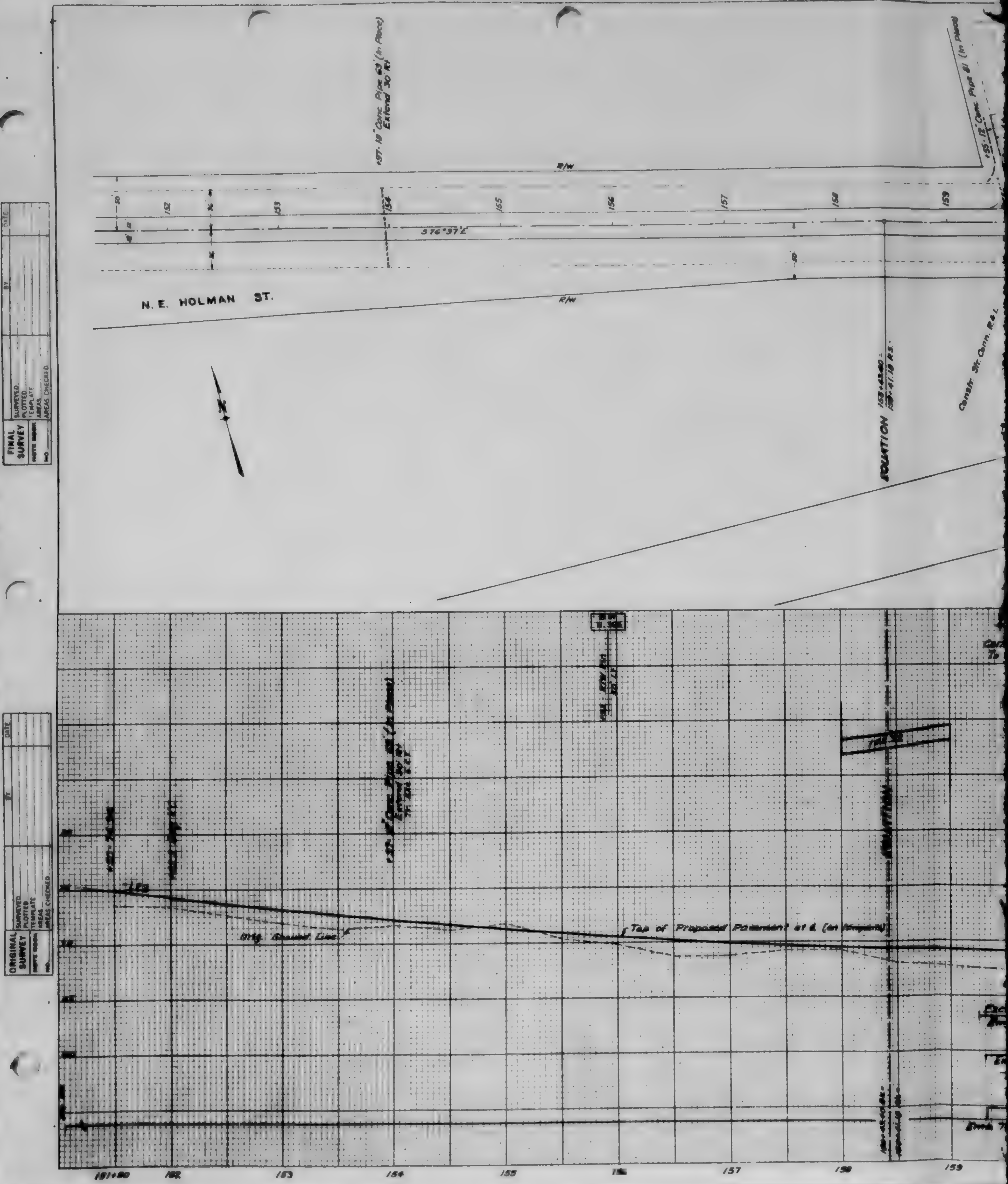

+45 12" Conc Pipe 78 (In Place)
+00 18" Conc. Pipe 81 (In Place)
R/W
143
144
145
146
147
148
149
150
151
C.B.
C.B.
Graded
R/W
N.E. 55th AVE.
(Graded & Cr. Rock Surfaced)
N.E. 57th AVE.
(Unimproved)
B.M. 87.260
Road Conn. Rt.
Graded 76' R.R.
To be surfaced & oiled
+18 R/W Pin 30' Rt.
+58 12" Conc Pipe 78 and Catch Basin (In Place)
+00 18" Conc Pipe 81 and Catch Basin (In Place)
T.H. 75 Yd Mi (210 C.Y. from stock pile at Sta. 128)
cut & fill slopes)
143
144
145
146
147
148
149
150
151

3V-6-2

LOMBARD ST.-KILLINGSWORTH ST. SEC. LOMBARD HIGHWAY MULTNOMAH COUNTY				SHEET No 13
FED ROAD DIST No	STATE	PROJECT NUMBER	FISCAL YEAR	TOTAL SHEETS
1	OREGON	201-B (1)		See Index



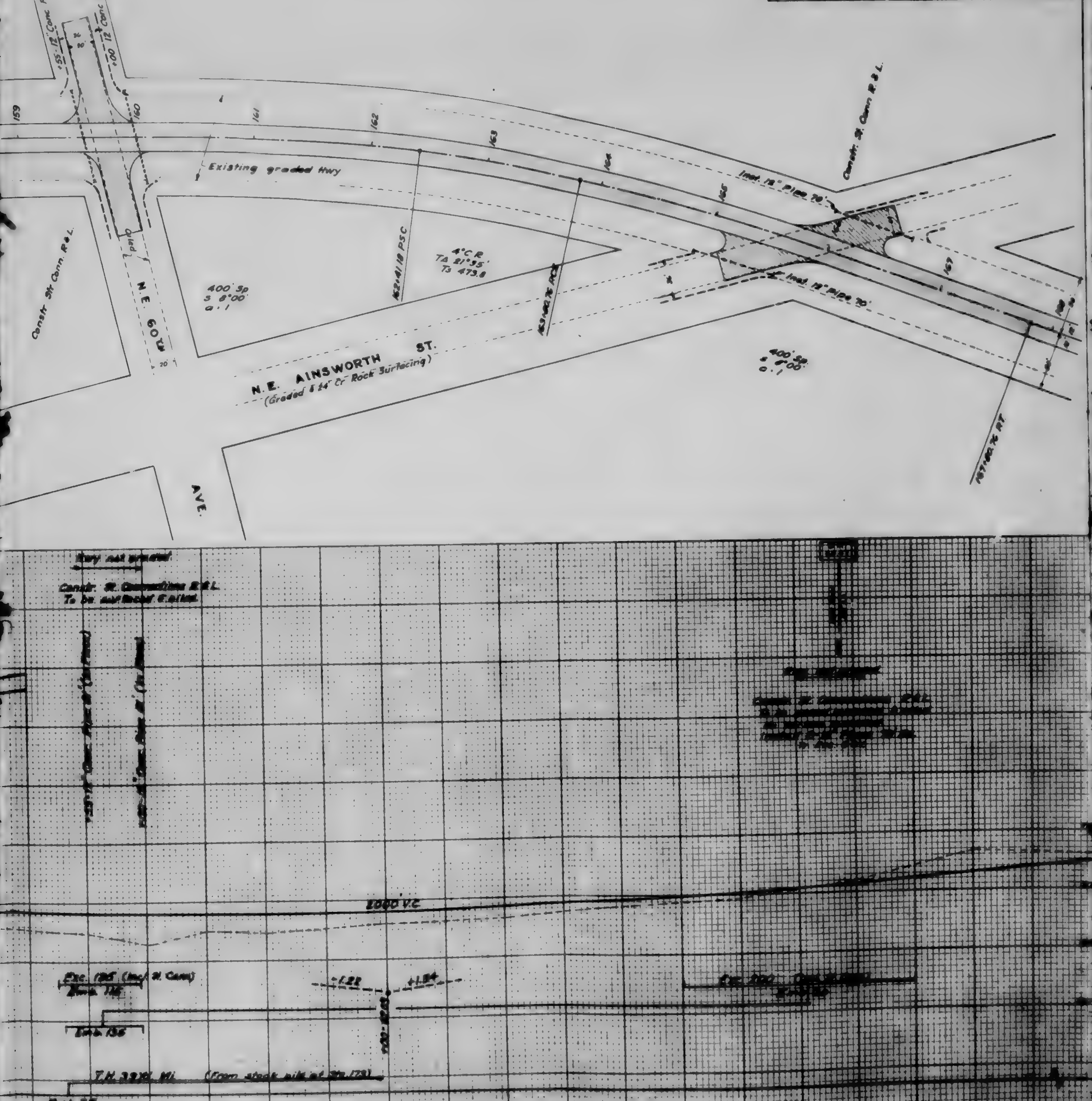
1N., R.2E., W.M.
+45 12" Conc. Pipe 78 (In Place)
+00 18" Conc. Pipe 81 (In Place)
R/W
143
144
145
146
147
148
149
150
151
50
CB
Graded
26
20
R/W
R/W
N.E. 55TH AVE.
(Graded & Cr. Rock Surfaced)
N.E. 57TH AVE.
(unimproved)
ST. 260
Road Conn. Rt.
Graded 26' R.B.
To be surfaced & oiled
R/W Rt.
50 Rt.
12" Conc. Pipe 78 and Catch Basin (In Place)
18" Conc. Pipe 81 and Catch Basin (In Place)
Rte)
75 (210 C.Y. from stock pile at Sta. 173)
cut & fill slopes)
143
144
145
146
147
148
149
150
151
151+20


FINAL SURVEY
SURVEYED
PLOTTED
TEMPLATE
AREAS
AREAS CHECKED
NOTE BOOK
NO.
BY
DATE
+97-18" Conc. Pipe 63 (In Place) Extend 30' Rt
+55-12" Conc. Pipe 61 (In Place)
R/W
152
153
154
155
156
157
158
159
S76°37'E
N. E. HOLMAN ST.
R/W
EQUATION 158+43.40 = 158+41.18 P.S.
Constr. Str. Conn. R & L
ORIGINAL SURVEY
SURVEYED
PLOTTED
TEMPLATE
AREAS
AREAS CHECKED
NOTE BOOK
NO.
BY
DATE
Top of Proposed Pavement at ℄ (on Tangent)
Exist. Ground Line
151+80
152
153
154
155
156
157
158
159

3V-6-2

SEC. 18, T. 1 N., R. 2 E., W.M.

LOMBARD ST.-KILLINGSWORTH ST. SEC. LOMBARD HIGHWAY MULTNOMAH COUNTY				SHEET No 14
FED. ROAD DIST No	STATE	PROJECT NUMBER	FISCAL YEAR	TOTAL SHEETS
1	OREGON	201-B (1)		See Index



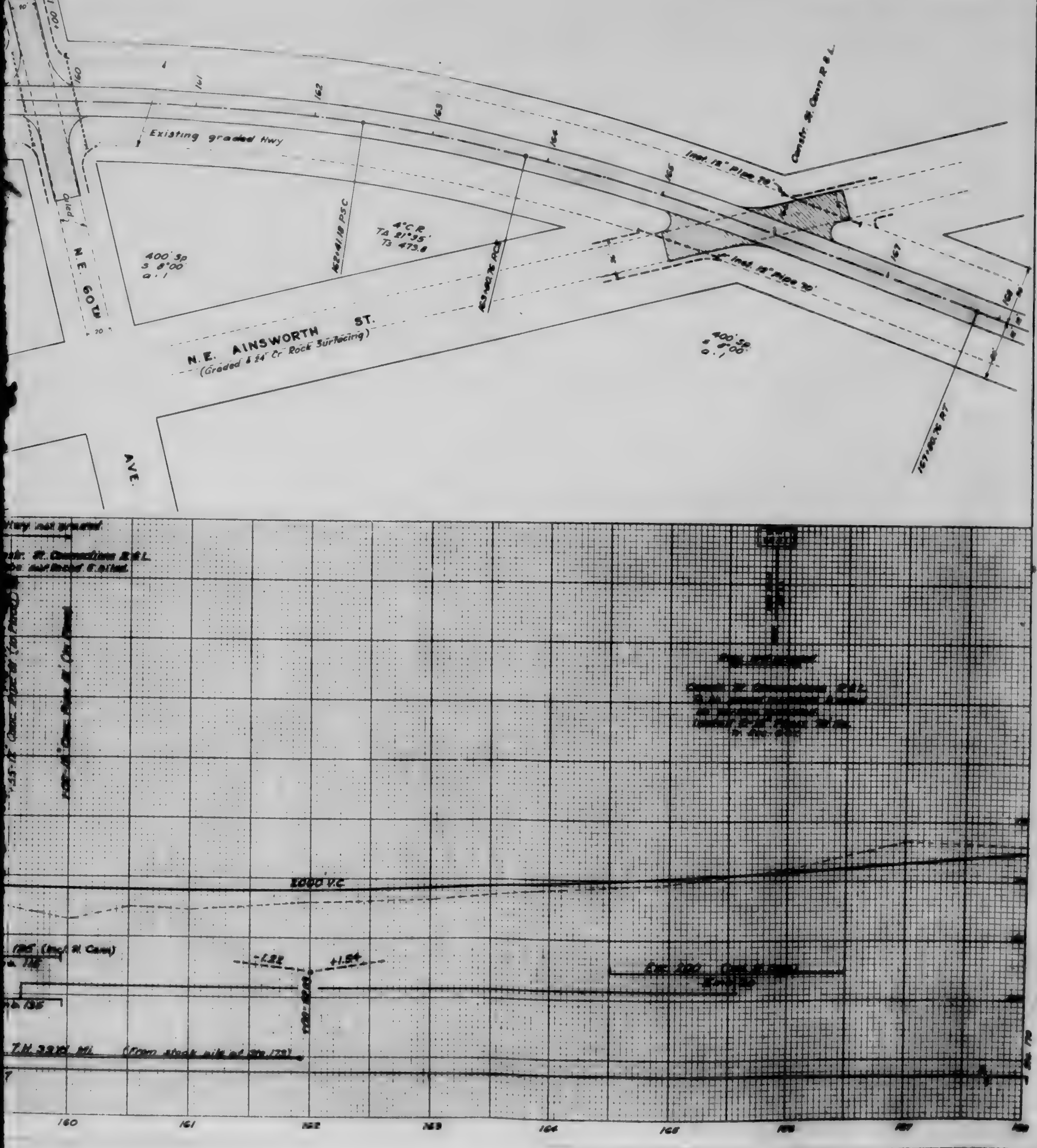
+55 12" Conc. Pipe 81 (In Place)
+00 12" Conc. Pipe 81 (In Place)
159
160
161
162
163
164
165
166
167
168
Existing graded Hwy
Constr. St. Conn. R & L
Constr. St. Conn. R & L
Inst. 12" Pipe 70'
Inst. 12" Pipe 70'
Grade
N.E. 60th
400' Sp
S 8°00'
a. 1
4°C.R.
TΔ 21°35'
Ts 473.8
162+11.18 P.S.C.
163+82.76 P.C.S.
167+00.76 P.T.
400' Sp
S 8°00'
a. 1
N.E. AINSWORTH ST.
(Graded & 24" Cr. Rock Surfacing)
AVE.
Hwy. not graded
Constr. St. Connections R & L
To be surfaced E. xist.
2000' V.C.
Exc. 195 (Incl. St. Conn)
Emb. 116
Emb. 136
-1.22
+1.54
T.H. 3910 Mi. (From stock pile at Sta. 173)
Emb. 77
Exc. 700
159
160
161
162
163
164
165
166
167

3V-6-2

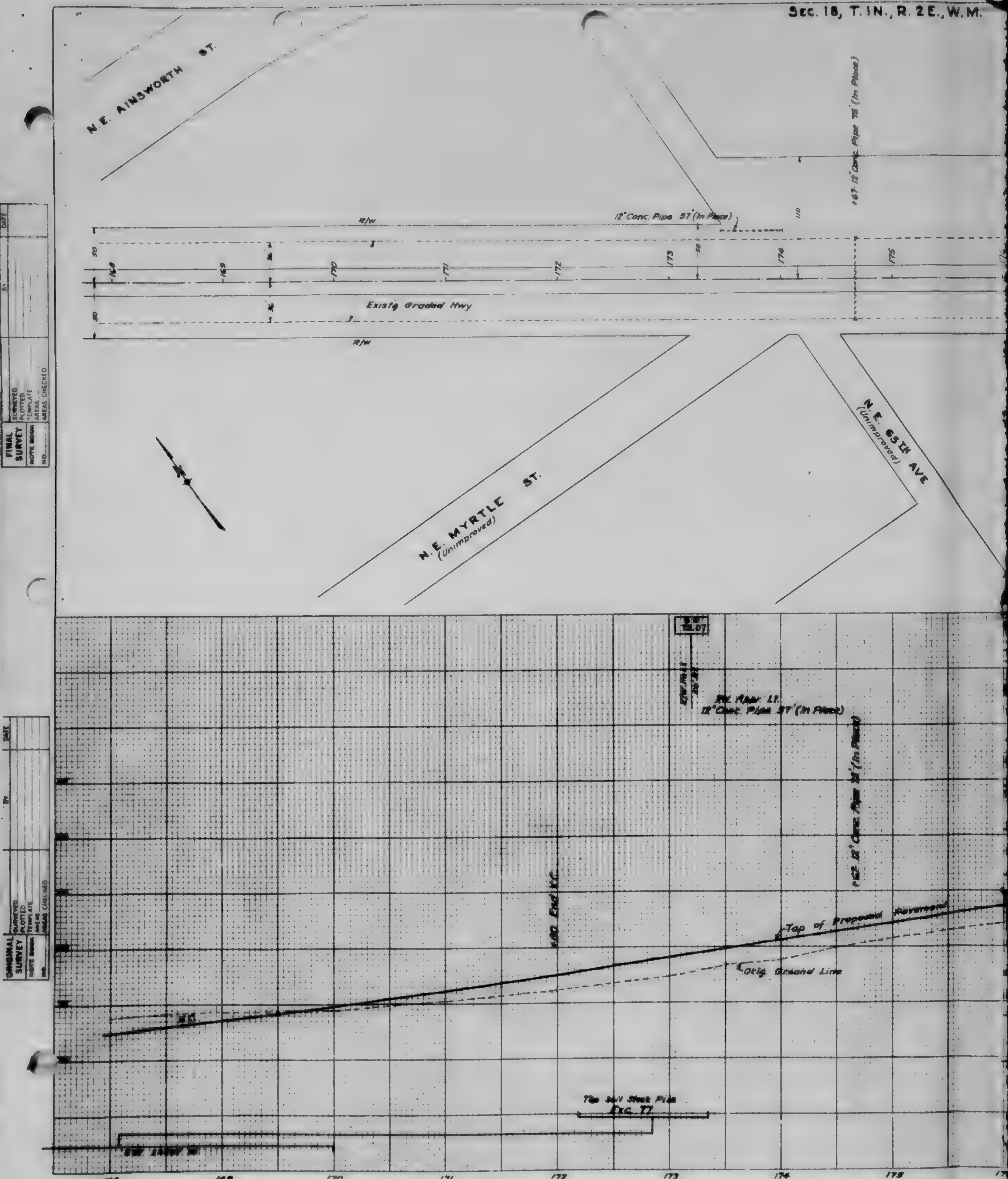
18

SEC. 18, T. 1 N., R. 2 E., W.M.

LOMBARD ST.-KILLINGSWORTH ST. SEC. LOMBARD HIGHWAY MULTNOMAH COUNTY				SHEET No. 14
FED. ROAD DIST. No.	STATE	PROJECT NUMBER	FISCAL YEAR	TOTAL SHEETS
1	OREGON	201-B (1)		See Index

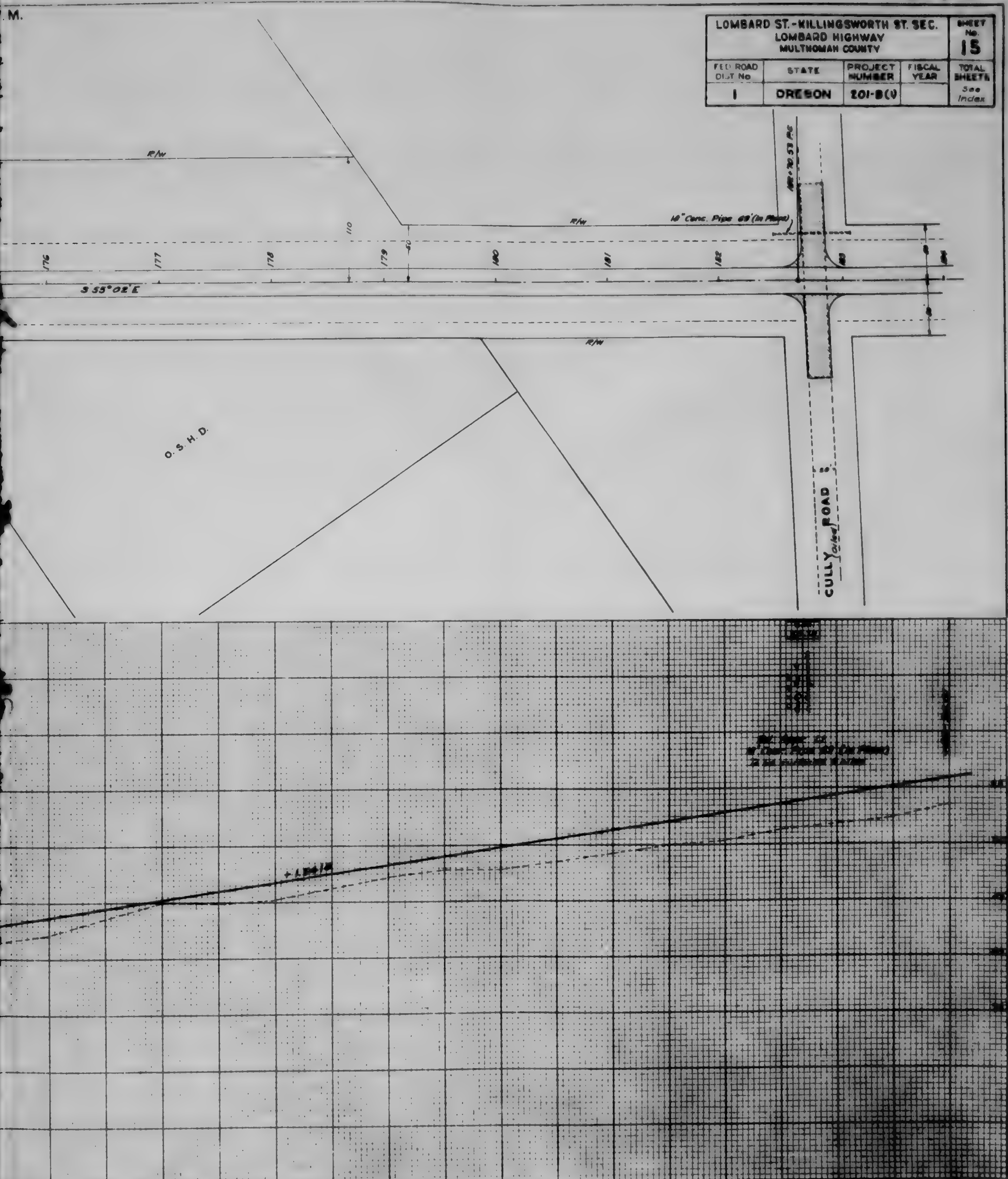


100 12" Conc Pipe 81 (In Place)
160
161
162
163
164
165
166
167
168
Existing graded Hwy
Constr. St. Conn. R & L
Inst. 18" Pipe 70'
Inst. 18" Pipe 70'
162+41.18 P.S.C.
4° C.R.
TΔ 21°35'
Ts 473.8
400' Sp.
S 8°00'
a .1
400' Sp.
S 8°00'
a .1
163+82.76 P.C.
167+00.76 PT
N.E. 60TH
AVE.
N.E. AINSWORTH ST.
(Graded & 24' Cr. Rock Surfacing)
Hwy not graded
Constr. St. Connections R & L
2000' V.C.
-1.22
+1.54
T.H. 39 Yd. Mi. (From stock pile at Sta. 179)
160
161
162
163
164
165
166
167
168

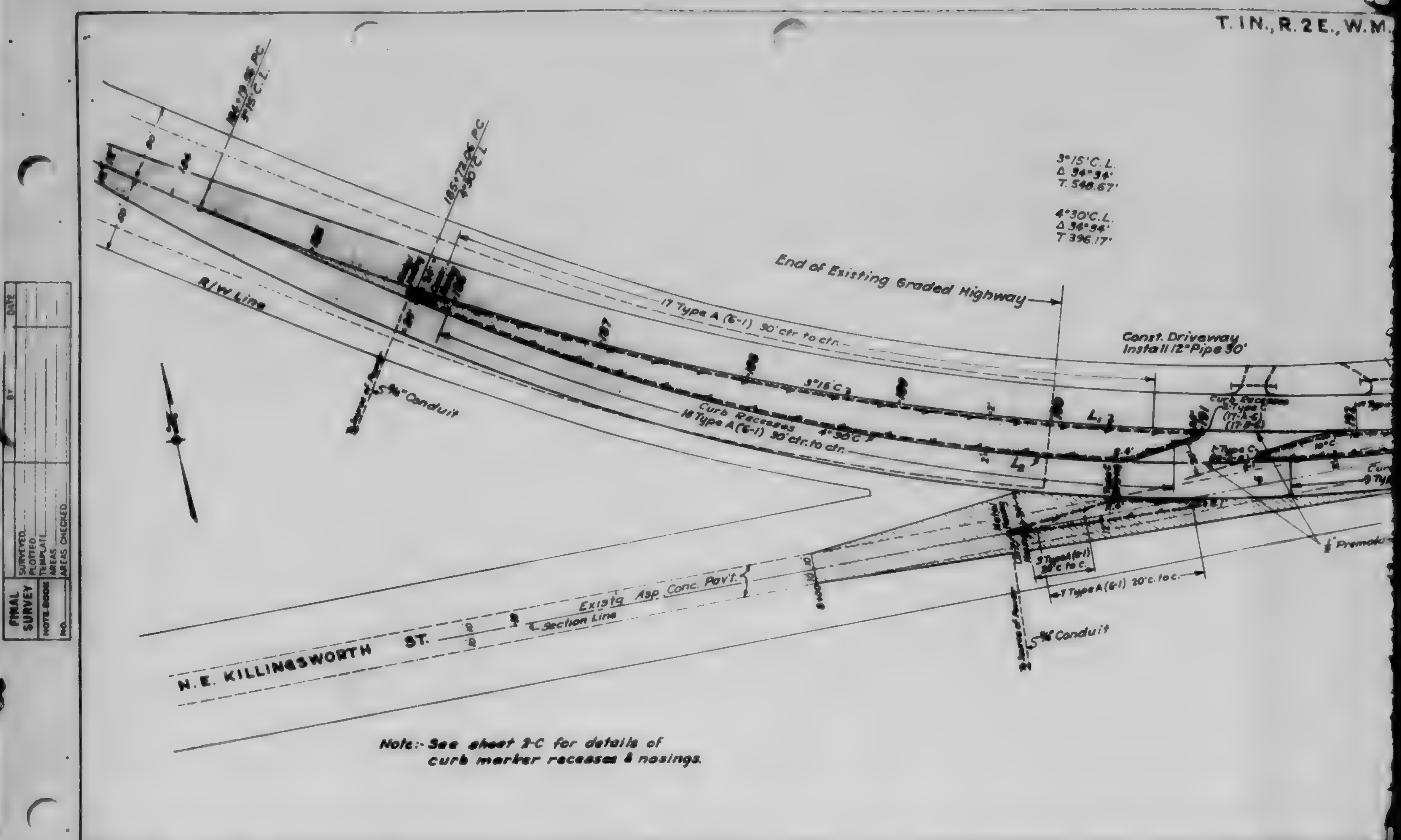

Sec. 18, T. 1 N., R. 2 E., W.M.
N.E. AINSWORTH ST.
N.E. MYRTLE ST. (Unimproved)
N.E. 65th AVE (Unimproved)
R/W
R/W
12" Conc. Pipe 57' (In Place)
+67 12" Conc. Pipe 75' (In Place)
110
50
50
50
50
36
36
Exist'g Graded Hwy
168
169
170
171
172
173
174
175
B.M. 118.07
Rt. Appr. Lt.
12" Conc. Pipe 57' (In Place)
+67 12" Conc. Pipe 32' (In Place)
End V.C.
Top of Proposed Pavement
Orig. Ground Line
Top Soil Stock Pile
Exc. T7
168
169
170
171
172
173
174
175
FINAL SURVEY
NOTE BOOK
NO.
SURVEYED
PLOTTED
TEMPLATE
AREAS
AREAS CHECKED
BY
DATE
ORIGINAL SURVEY
NOTE BOOK
NO.
SURVEYED
PLOTTED
TEMPLATE
AREAS
AREAS CHECKED
BY
DATE

3V-6-2 10

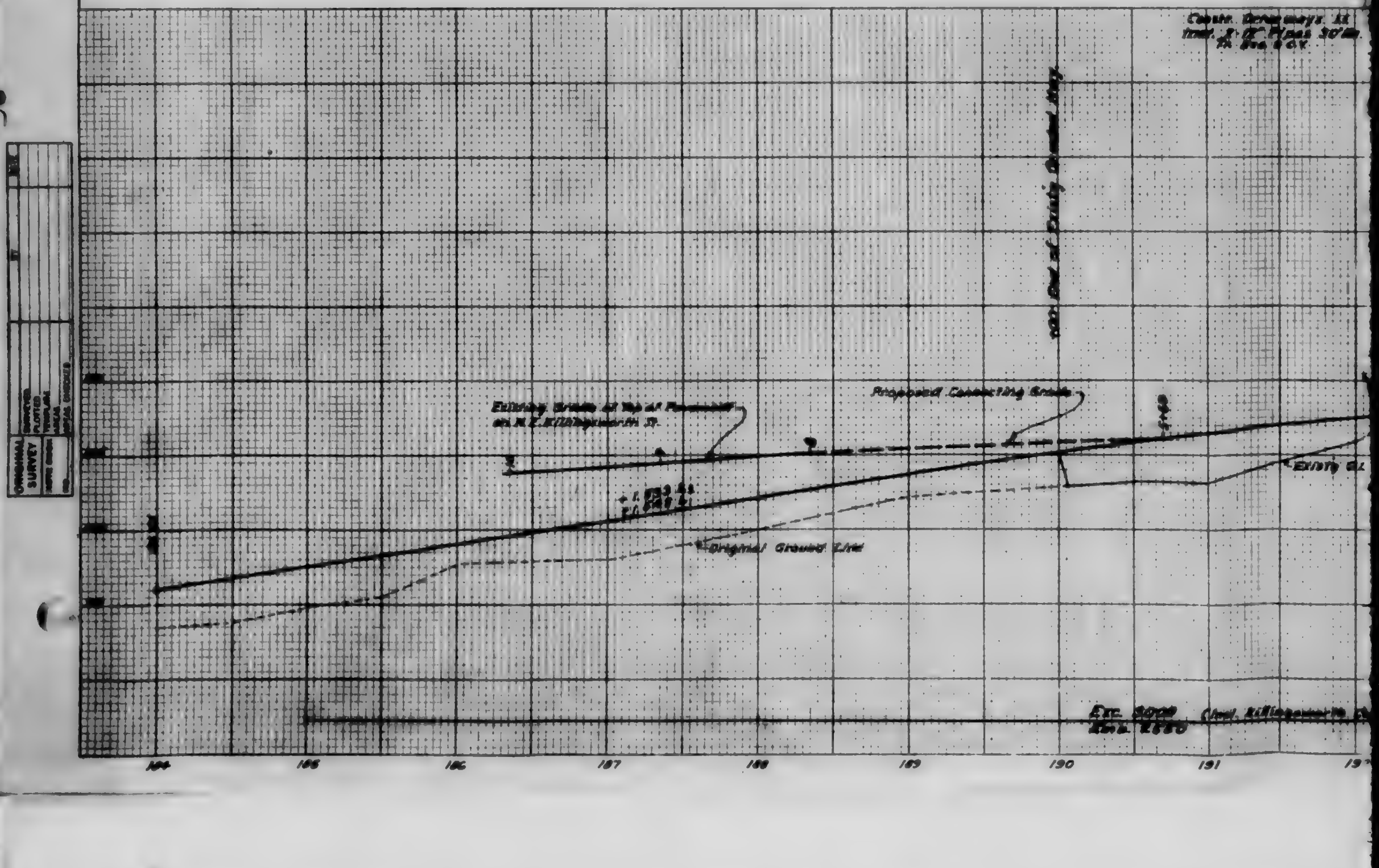
LOMBARD ST.-KILLINGSWORTH ST. SEC. LOMBARD HIGHWAY MULTNOMAH COUNTY				SHEET No. 15
FED ROAD DIST No	STATE	PROJECT NUMBER	FISCAL YEAR	TOTAL SHEETS
1	OREGON	201-B(1)		See Index



M.
R/W
R/W
R/W
10" Conc. Pipe 69' (In Place)
S 55°02'E
176
177
178
179
180
181
182
183
184
110
50
O.S.H.D.
CULLY (old) ROAD
176
177
178
179
180
181
182
183
184

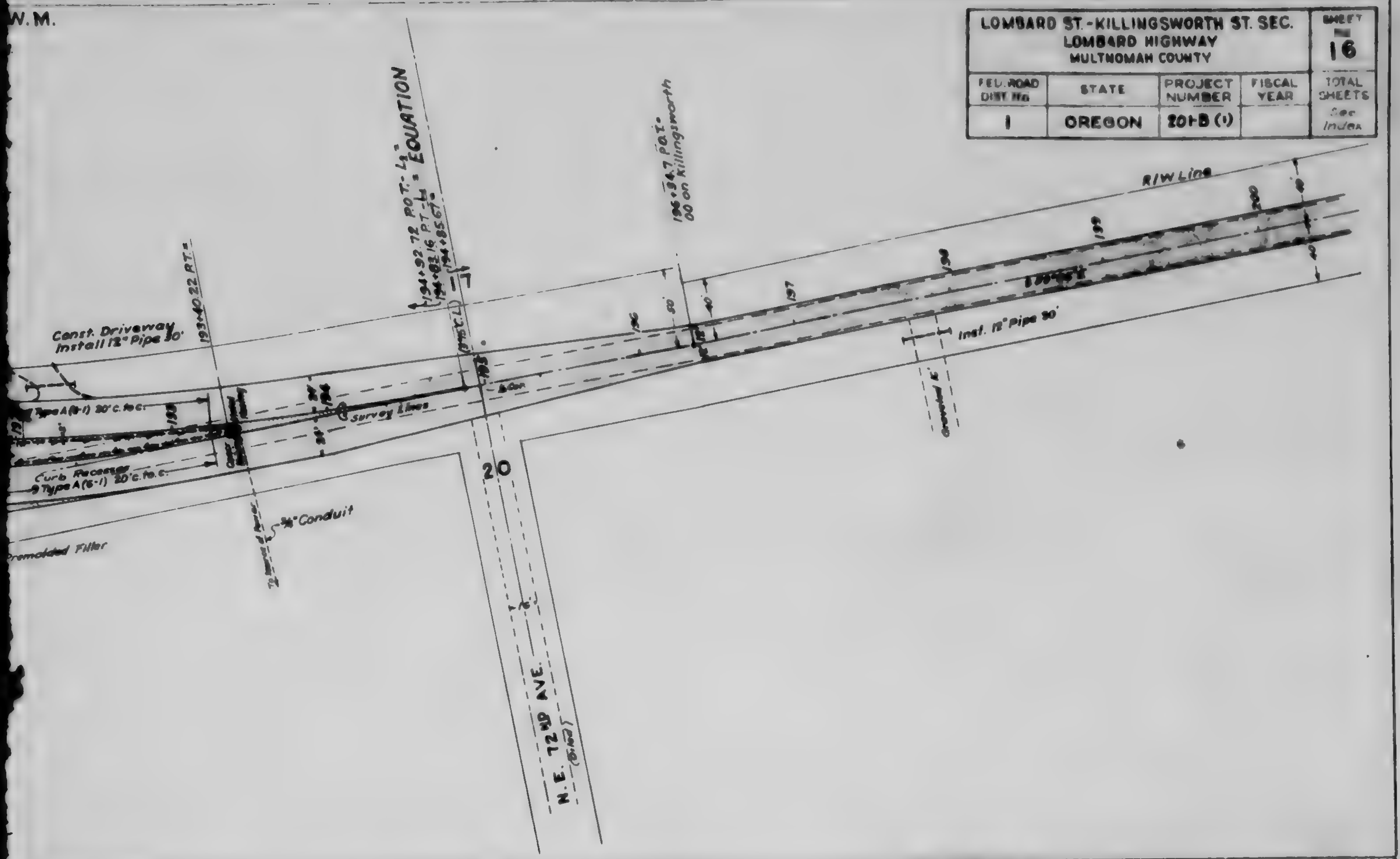

T. 1N., R. 2E., W.M.
FINAL SURVEY
SURVEYED
PLOTTED
TEMPLATE
AREAS
AREAS CHECKED
NOTE BOOK
NO.
BY
DATE
184+19.95 PC
3°15' C.L.
185+72.05 PC
4°30' C.L.
3°15' C.L.
Δ 34°34'
T. 548.67'
4°30' C.L.
Δ 34°34'
T 396.17'
End of Existing Graded Highway
17 Type A (6-1) 30' ctr. to ctr.
Const. Driveway
Install 12" Pipe 30'
3°15' C
4°30' C
L1
L2
Curb Recesses
18 Type A (6-1) 30' ctr. to ctr.
Curb Recesses
2 Type C
R/W Line
5-3/4" Conduit
Existg. Asp. Conc. Pav't.
Section Line
N.E. KILLINGSWORTH ST.
3 Type A (6-1) 20' c. to c.
7 Type A (6-1) 20' c. to c.
1 Type C
10° C
Premold
5-3/4" Conduit

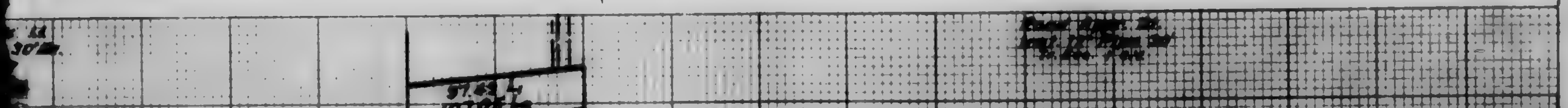
Note:- See sheet 2-C for details of curb marker recesses & nosings.

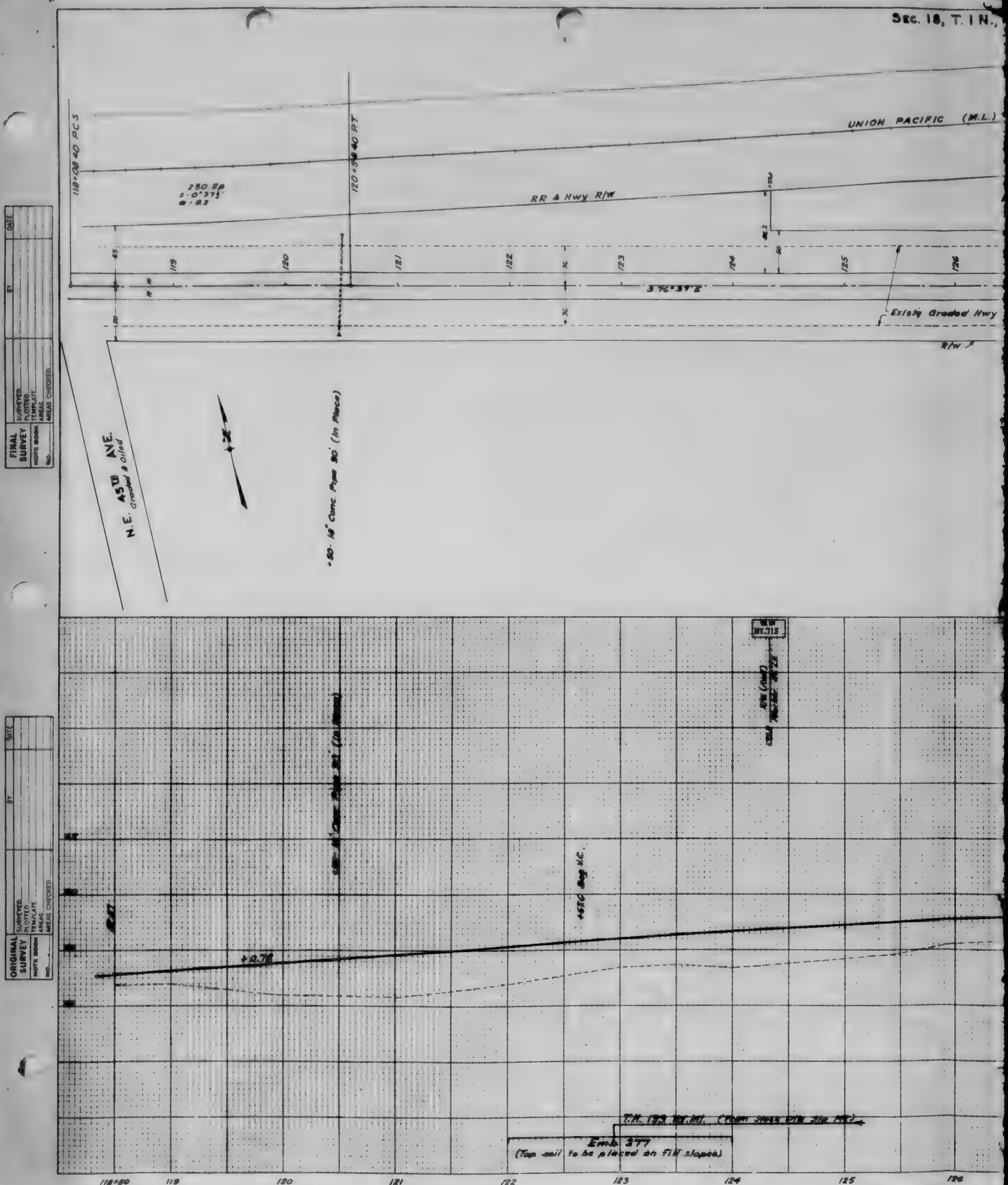

ORIGINAL SURVEY
SURVEYED
PLOTTED
TEMPLATE
AREAS
AREAS CHECKED
NOTE BOOK
NO.
Constr. Driveways
Install 2-12" Pipes 30' ea.
End of Existg. Graded Hwy.
Existing Grade at Top of Pavement on N.E. Killingsworth St.
Proposed Connecting Grade
Original Ground Line
Existg. G.L.
Exc. 3000
Emb. 2550
184
185
186
187
188
189
190
191

3V-6-2

LOMBARD ST.-KILLINGSWORTH ST. SEC. LOMBARD HIGHWAY MULTNOMAH COUNTY				SHEET No. 16
FED. ROAD DIST. No.	STATE	PROJECT NUMBER	FISCAL YEAR	TOTAL SHEETS
1	OREGON	201-B (1)		See Index

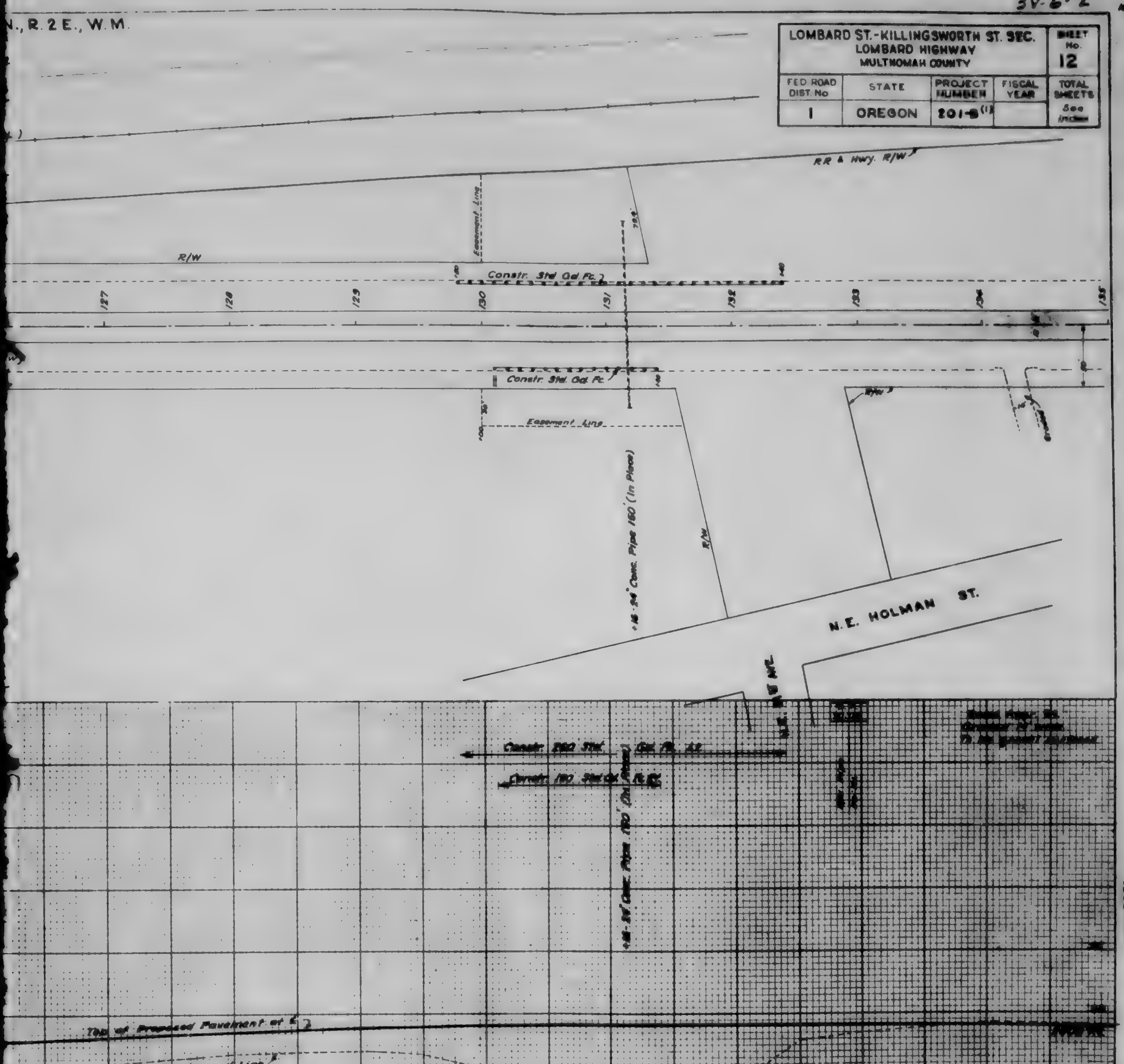

W.M.
194+92.72 P.O.T.-L1 = 194+93.16 P.T.-L2 = 194+85.67 = EQUATION
196+34.7 P.O.T. = 00 on Killingsworth
193+40.22 RT. =
R/W Line
Const. Driveway
Install 12" Pipe 30'
Type A(6-1) 30' c. to c.
Survey Lines
Curb Recesses
Type A(6-1) 30' c. to c.
¾" Conduit
Premolded Filler
Inst. 12" Pipe 30'
20
N.E. 72ND AVE.
193
196
197
198
199
200


97.63 L1
107.07 L2
EQUATION
Top of Proposed Pavement at Survey Line
192
193
194
195
196
197
198
199
200

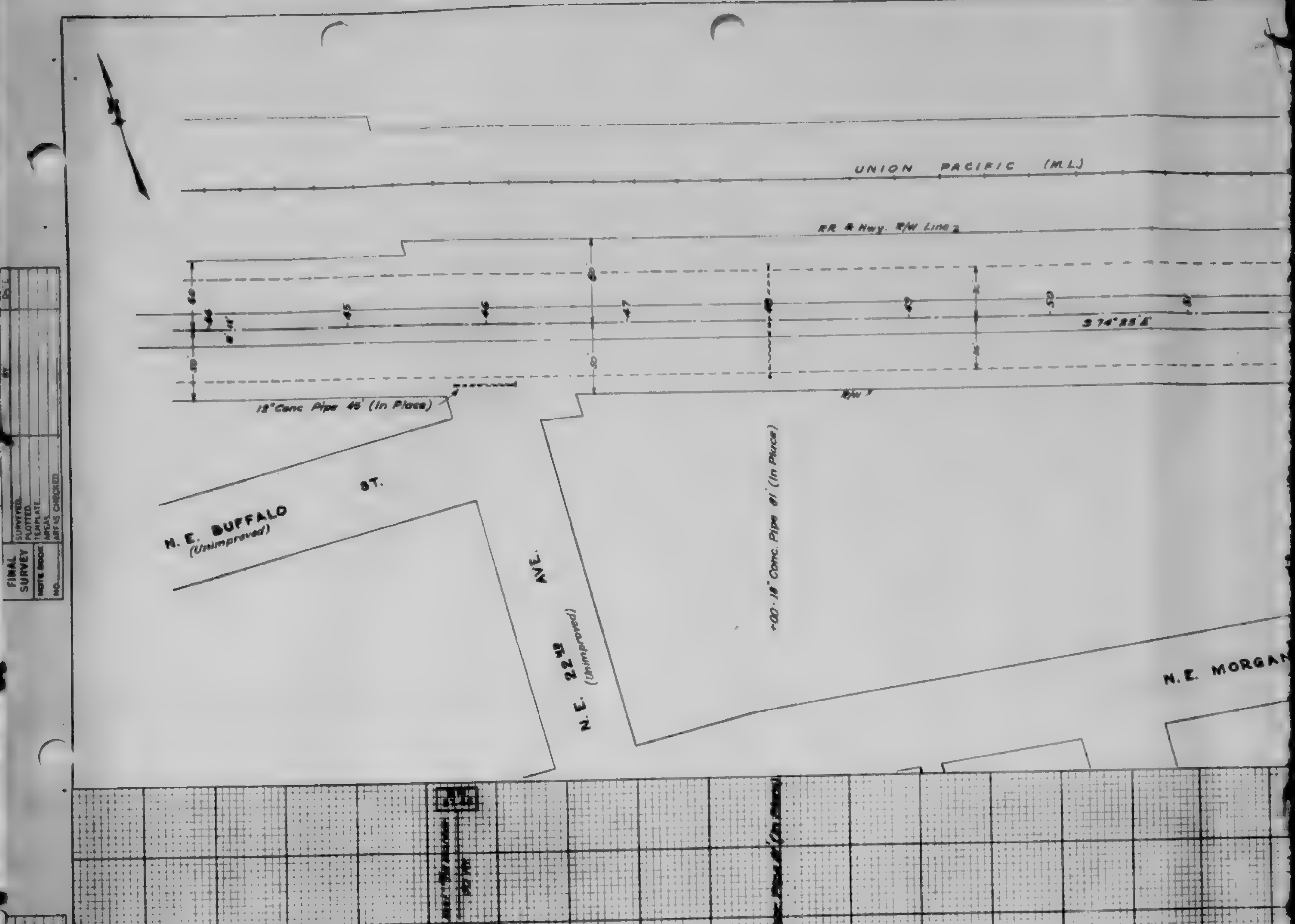

Sec. 18, T. 1 N.,
UNION PACIFIC (M.L.)
118+08.40 P.C.S.
120+58.40 P.T.
250 Sp
s=0°37½'
RR & Hwy R/W
119
120
121
122
123
124
125
126
3 ½° 37' E
Exist'g Graded Hwy
R/W
N.E. 45TH AVE.
Graded & Oiled
+50 18" Conc. Pipe 90' (In Place)
R.W.
El. 715
+50 Beg. V.C.
+0.78
T.H. 123 El. Ml.
Emb. 377
(Top soil to be placed on fill slopes)
118+50
FINAL SURVEY
ORIGINAL SURVEY
SURVEYED
PLOTTED
TEMPLATE
AREAS
AREAS CHECKED
NOTE BOOK
NO.
BY
DATE

3V-6-2

LOMBARD ST.-KILLINGSWORTH ST. SEC. LOMBARD HIGHWAY MULTNOMAH COUNTY				SHEET No. 12
FED ROAD DIST. No	STATE	PROJECT NUMBER	FISCAL YEAR	TOTAL SHEETS
1	OREGON	201-B(1)		See index

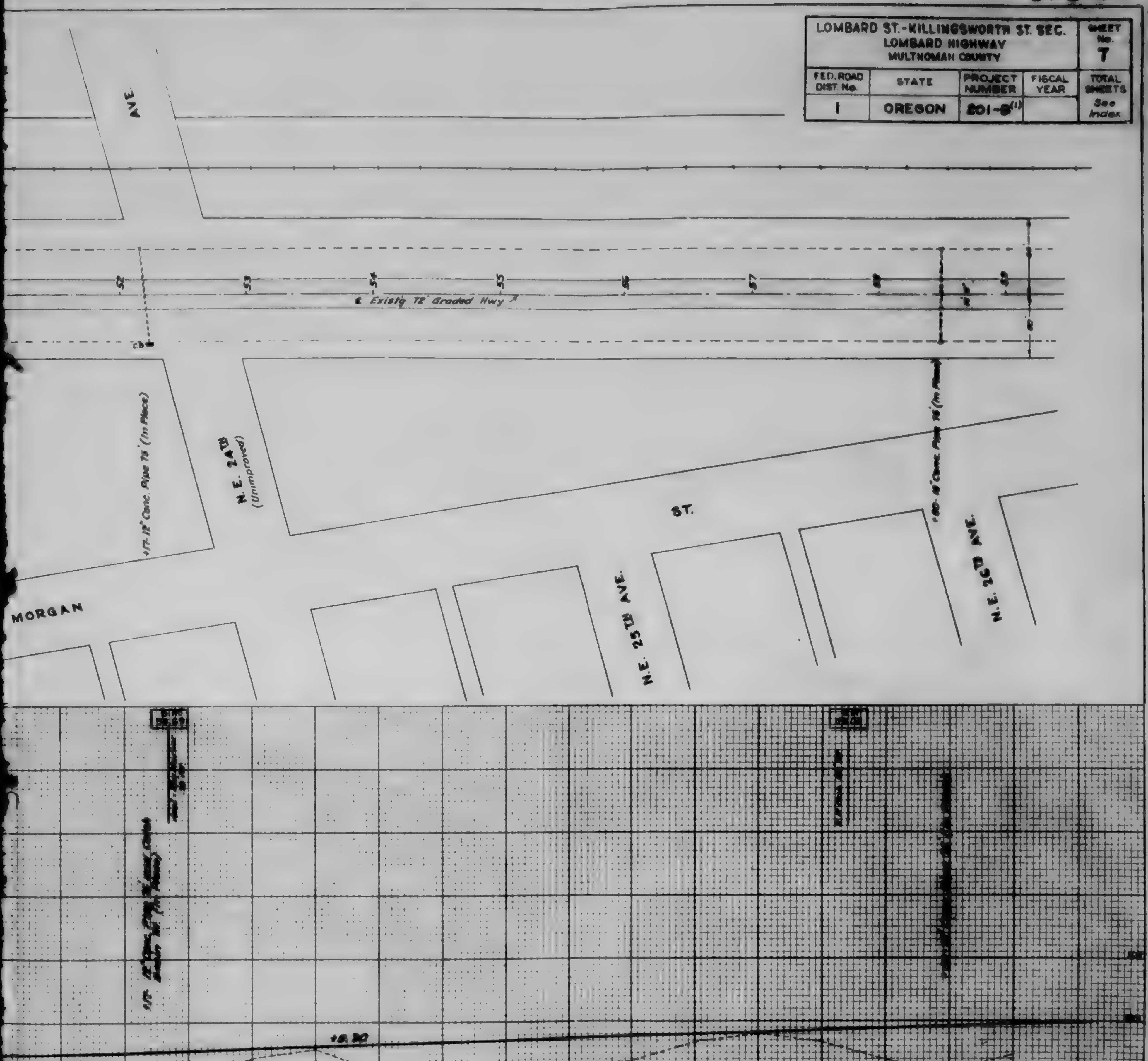


N., R. 2 E., W. M.
RR & Hwy. R/W
Easement Line
R/W
Constr. Std. Gd. Fc.
127
128
129
130
131
132
133
134
135
Constr. Std. Gd. Fc.
Easement Line
+16 : 24" Conc. Pipe 180' (In Place)
R/W
N.E. HOLMAN ST.
N.E. 33RD AVE.
Constr. 260 Std. Gd. Fc. Lt.
Constr. 180 Std. Gd. Fc. Rt.
+16 : 24" Conc. Pipe 180' (In Place)
Top of Proposed Pavement at ℄
Original Ground Line

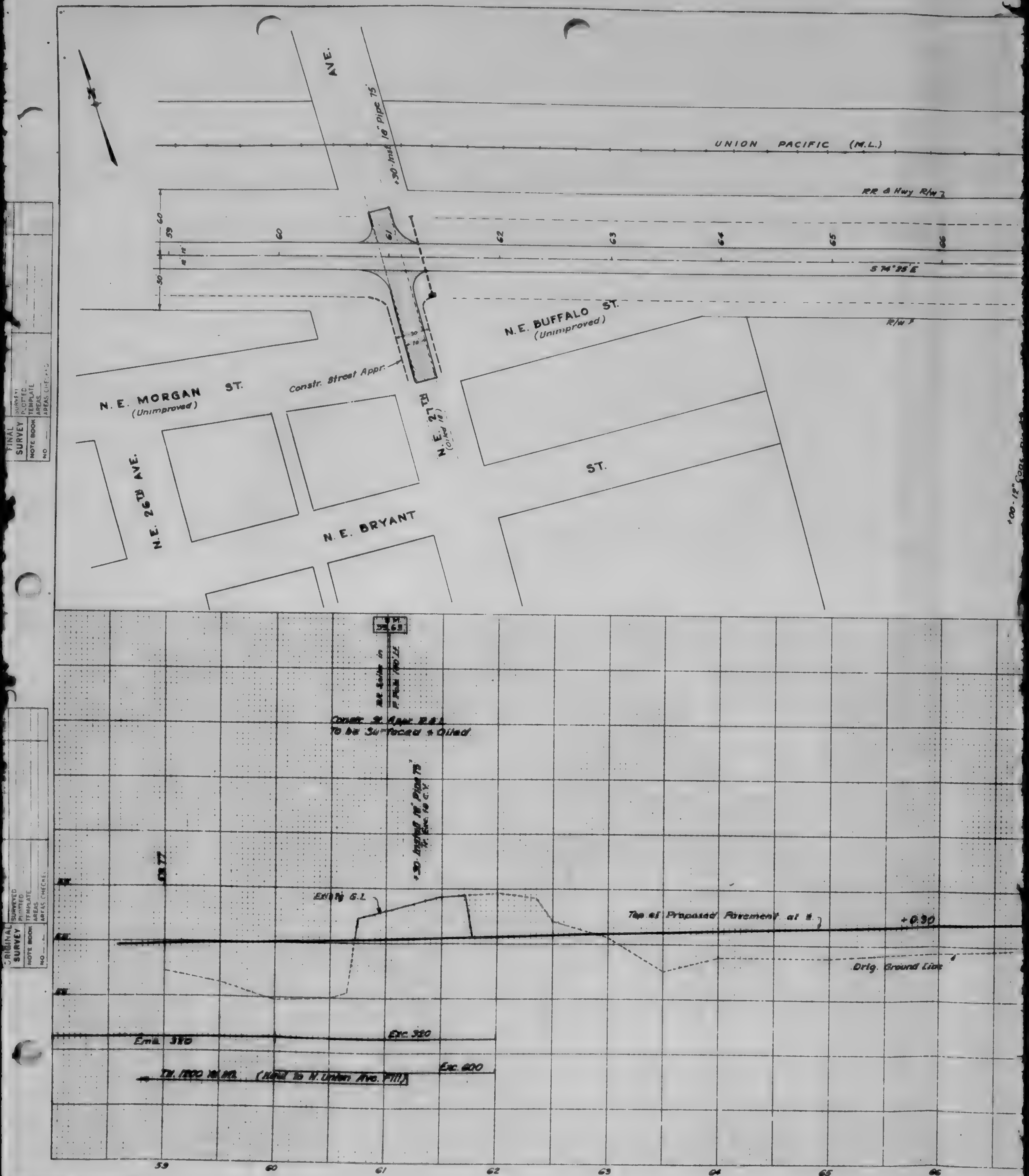

UNION PACIFIC (M.L.)
RR & Hwy. R/W Line
S 74°35' E
R/W
12" Conc. Pipe 45' (In Place)
N. E. BUFFALO ST.
(Unimproved)
N. E. 22nd AVE.
(Unimproved)
+00 - 18" Conc. Pipe 61' (In Place)
N. E. MORGAN
44
45
46
47
48
49
50
51
Street Appr. Rt.
12" Conc. Pipe 45' (In Place)
100 - 28.47
1000' V.C.
Top of Proposed Pav't at ℄
Original Ground Line
FINAL SURVEY
SURVEYED
PLOTTED
TEMPLATE
AREAS
ARTAS CHECKED
NOTE BOOK
NO.
BY
DATE
ORIGINAL SURVEY
SURVEYED
PLOTTED
TEMPLATE
AREAS
ARTAS CHECKED
NOTE BOOK
NO.
BY
DATE

3V-6-2

LOMBARD ST.-KILLINGSWORTH ST. SEC. LOMBARD HIGHWAY MULTNOMAH COUNTY				SHEET No. 7
FED. ROAD DIST. No.	STATE	PROJECT NUMBER	FISCAL YEAR	TOTAL SHEETS
1	OREGON	201-B(1)		See Index



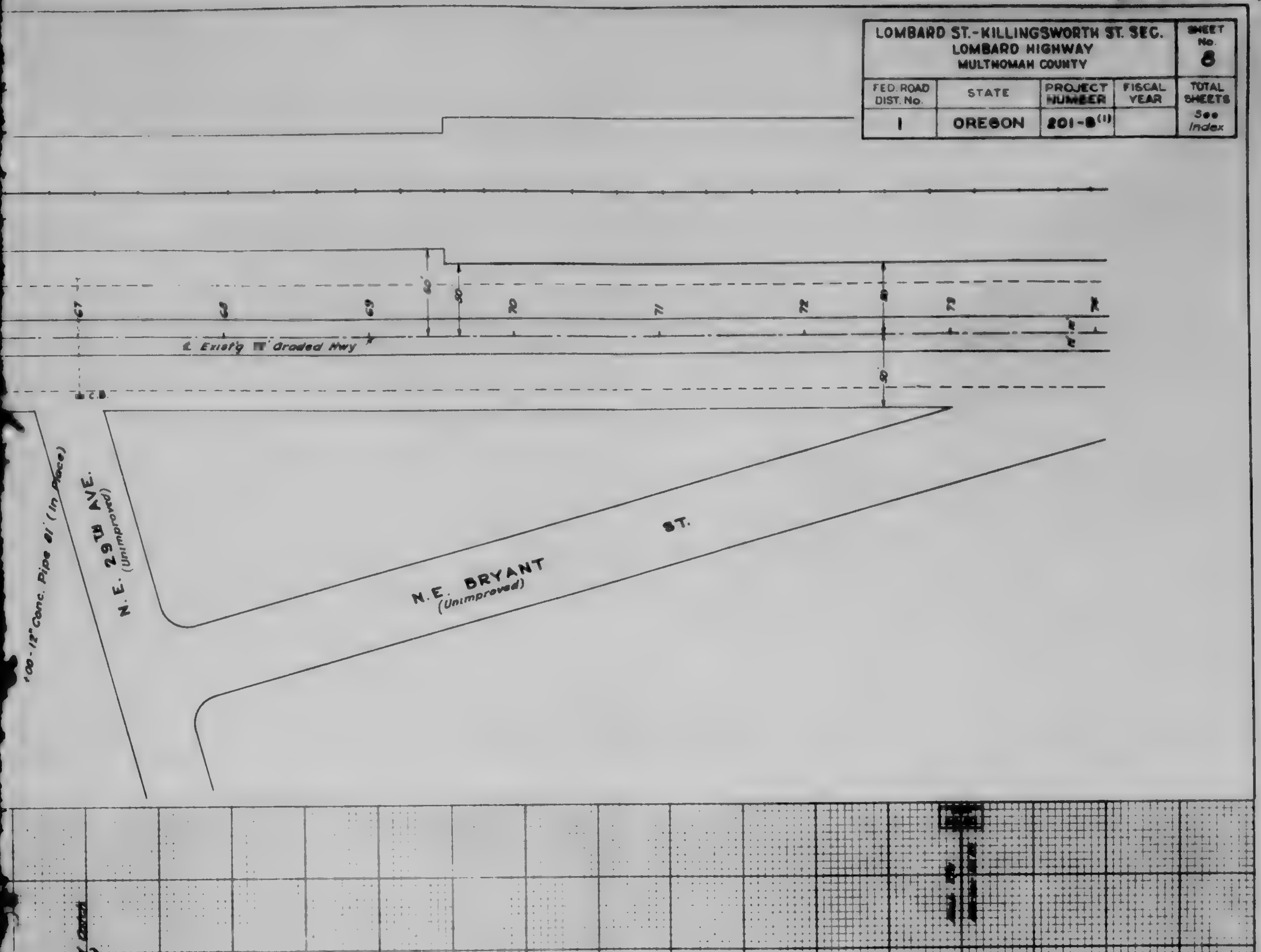
AVE.
52
53
54
55
56
57
58
59
℄ Existg 72' Graded Hwy
C.B.
+17-12" Conc. Pipe 78' (In Place)
N.E. 24TH
(Unimproved)
ST.
+80-18" Conc. Pipe 78' (In Place)
N.E. 26TH AVE.
MORGAN
N.E. 25TH AVE.
+8.30
52
53
54
55
56
57
58
59


AVE.
+30 - Inst. 18" Pipe 75'
UNION PACIFIC (M.L.)
RR & Hwy R/W
60
59
60
61
62
63
64
65
66
30
S 74°25' E
N.E. BUFFALO ST.
(Unimproved)
R/W
Constr. Street Appr.
N.E. MORGAN ST.
(Unimproved)
N.E. 27TH
(Oiled 18')
ST.
N.E. 26TH AVE.
N.E. BRYANT
FINAL SURVEY
NOTE BOOK
NO.
SURVEYED
PLOTTED
TEMPLATE
AREAS
AREAS CHECKED
ORIGINAL SURVEY
NOTE BOOK
NO.
SURVEYED
PLOTTED
TEMPLATE
AREAS
AREAS CHECKED
B.M. 55.63
RR Spike in Tel. Pole
Constr. St. Appr. P.B.L.
To be Surfaced & Oiled
+30 - Install 18" Pipe 75'
Str. Exc. 10 C.Y.
Exist. G.L.
Top of Proposed Pavement at ℄
+0.30
Orig. Ground Line
Emb. 380
Exc. 320
Exc. 600
Tr. 1200 Yd. Sta. (Haul to N. Union Ave. Fill)
59
60
61
62
63
64
65
66
+00 - 12" Conc.

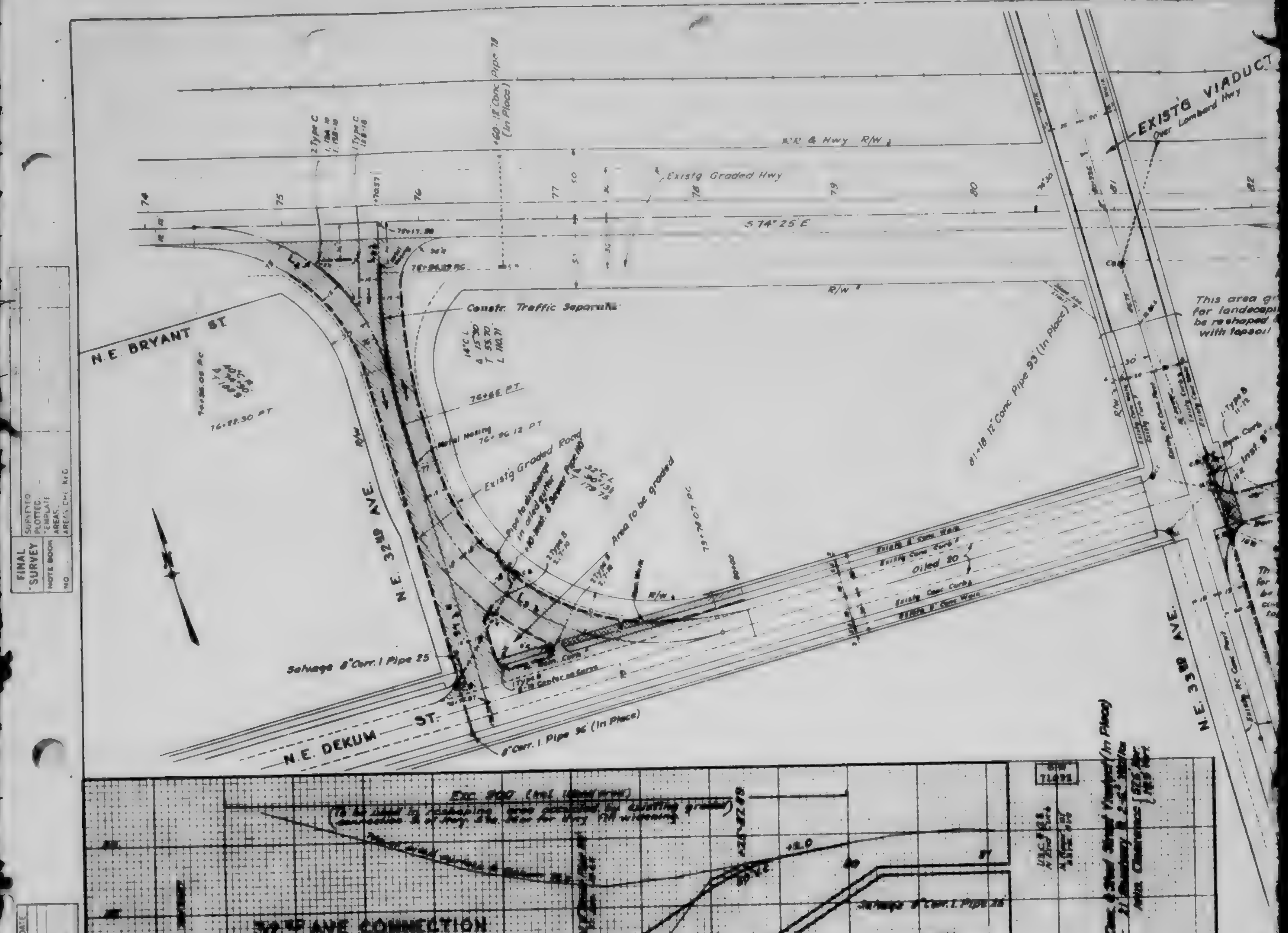
3V-6-2

10

LOMBARD ST.-KILLINGSWORTH ST. SEC. LOMBARD HIGHWAY MULTNOMAH COUNTY				SHEET No. 8
FED. ROAD DIST. No.	STATE	PROJECT NUMBER	FISCAL YEAR	TOTAL SHEETS
1	OREGON	201-8(1)		See Index



67
68
69
70
71
72
73
74
℄ Exist'g [illegible]' Graded Hwy
C.B.
'00-12" Conc. Pipe 61' (In Place)
N.E. 29TH AVE.
(Unimproved)
N.E. BRYANT ST.
(Unimproved)
(In Place)
67
68
69
70
71
72
73
74


EXIST'G VIADUCT
Over Lombard Hwy
R.R. & Hwy R/W
Exist'g Graded Hwy
S 74° 25' E
R/W
N.E. BRYANT ST.
N.E. 32ND AVE.
N.E. 33RD AVE.
N.E. DEKUM ST.
Constr. Traffic Separator
2 Type C
1 Type C
+60 - 18" Conc. Pipe 78 (In Place)
76+46 PT
76+96.12 PT
76+92.30 PT
Metal Railing
Exist'g Graded Road
Pipe to discharge in oiled gutter
Area to be graded
79+70.07 PC
2 Type B
Salvage 8" Corr. I Pipe 25
8" Corr. I. Pipe 96' (In Place)
81+18 12" Conc. Pipe 93' (In Place)
Exist'g 8' Conc. Walk
Exist'g Conc. Curb
Oiled 20'
This area g
for landscapi
be reshaped
with topsoil
Exc. 900
32ND AVE CONNECTION
Ground Line
Finished Grade
Salvage 8" Corr. I Pipe 25
Finished Grade & 32nd Ave
Exc. 200
32ND AVE
+2.0
+0.10
200' V.C.
Emb. 147
Slope Paving
Exc.
Emb.
R. Conc. & Steel Viaduct (In Place)
Min. Clearance
71+91
74
75
76
77
78
79
80
81
82

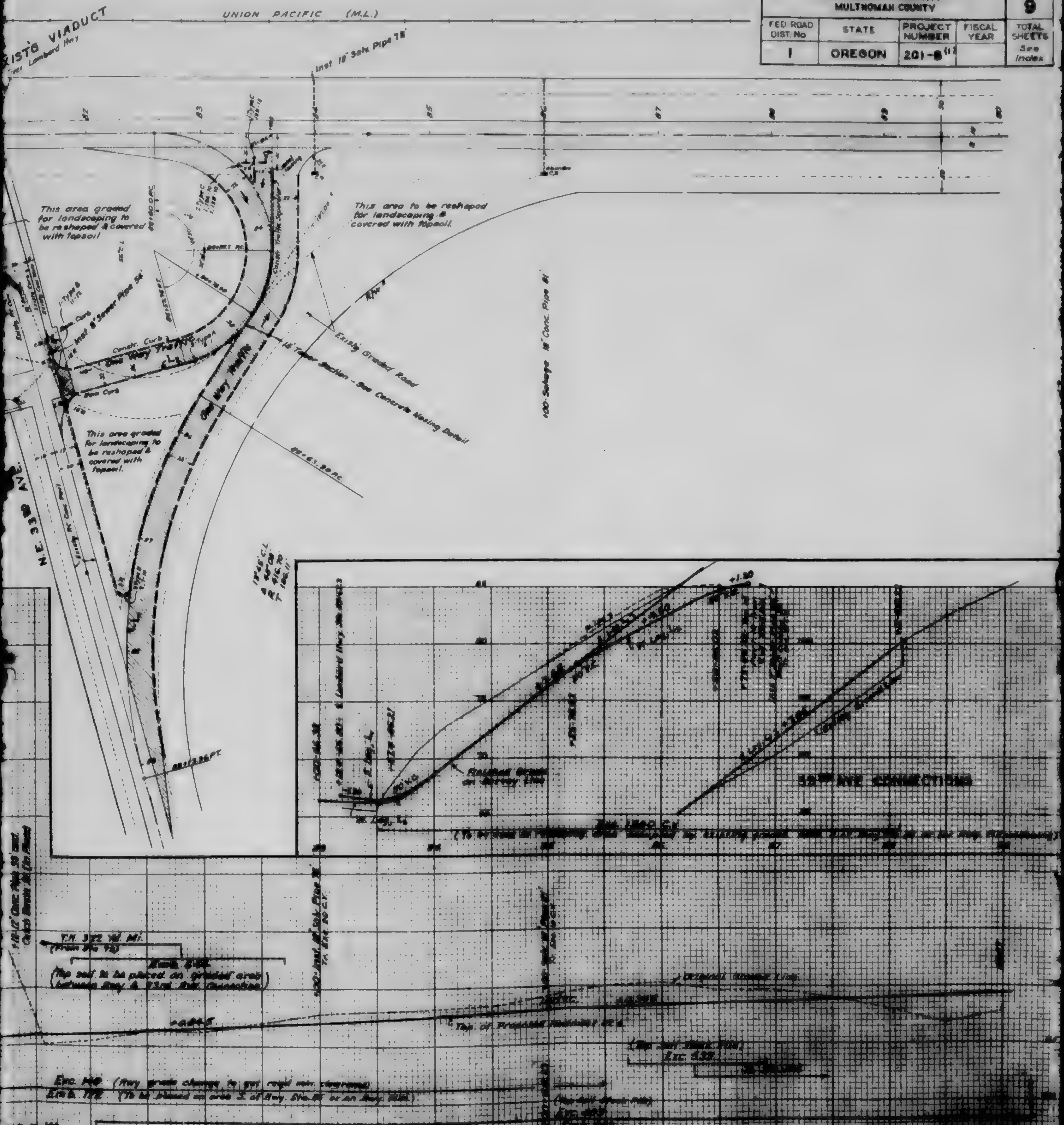
FINAL SURVEY
SURVEYED
PLOTTED
TEMPLATE
AREAS
AREAS CHECKED
NOTE BOOK
NO.

ORIGINAL SURVEY
SURVEYED
PLOTTED
TEMPLATE
AREAS
AREAS CHECKED
NOTE BOOK
NO.

BY
DATE

3V-6-2

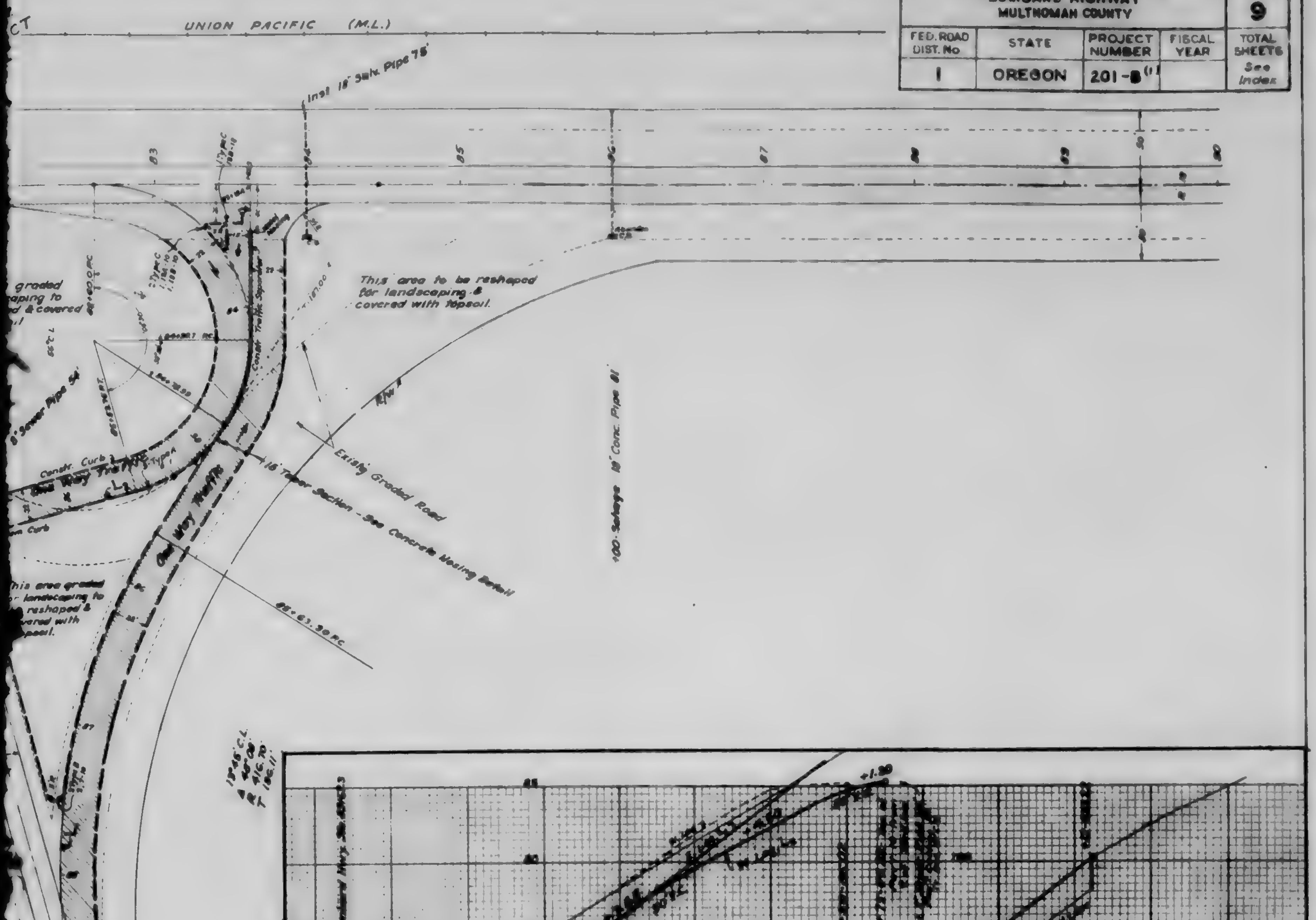
LOMBARD ST.-KILLINGSWORTH ST. SEC. LOMBARD HIGHWAY MULTNOMAH COUNTY				SHEET No. 9
FED ROAD DIST. No	STATE	PROJECT NUMBER	FISCAL YEAR	TOTAL SHEETS
1	OREGON	201-8(1)		See Index



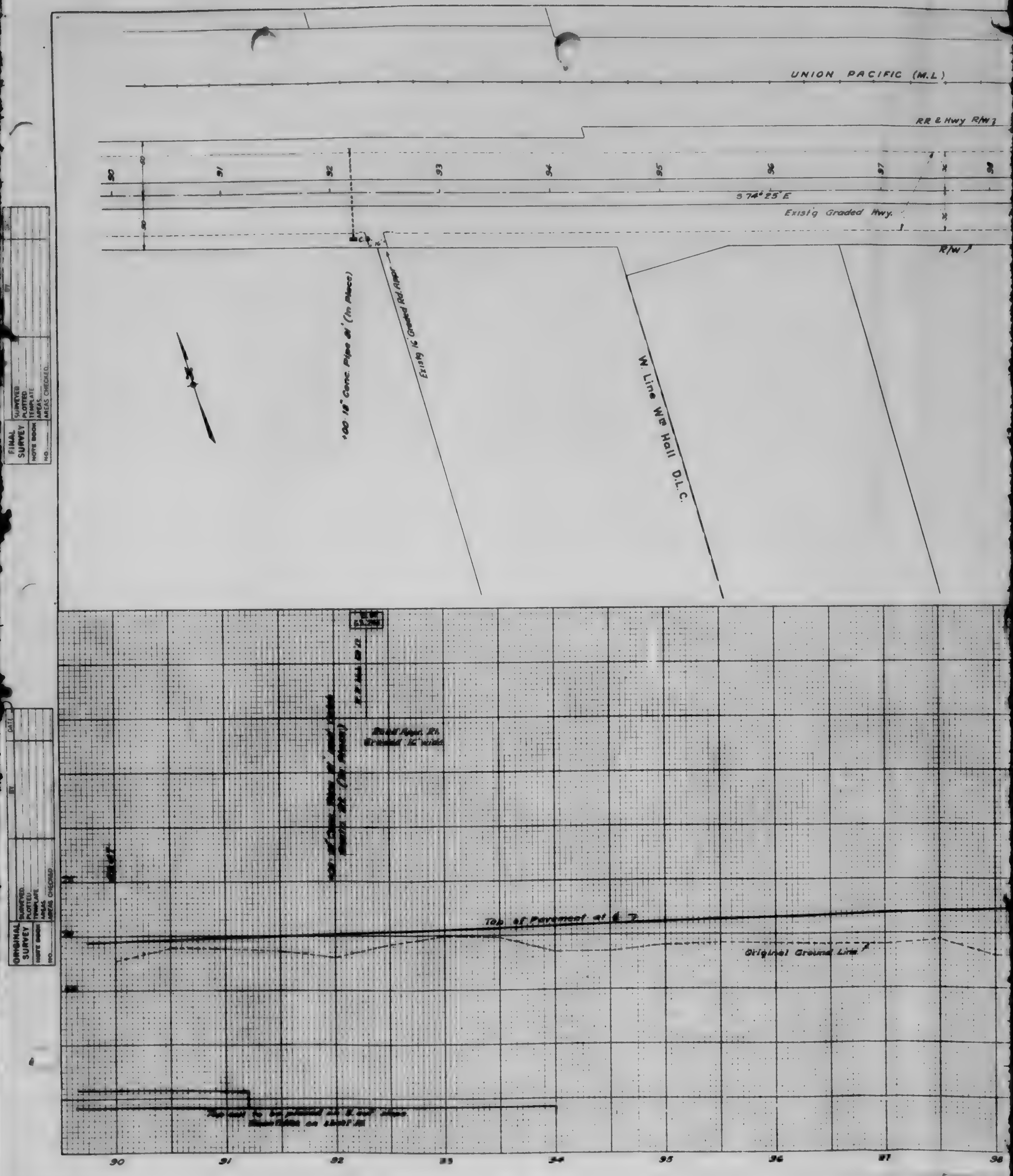
EXIST'G VIADUCT
Over Lombard Hwy
UNION PACIFIC (M.L.)
Inst. 18" Sah. Pipe 78'
82
83
84
85
86
87
88
89
90
This area graded for landscaping to be reshaped & covered with topsoil
This area to be reshaped for landscaping & covered with topsoil.
Constr. Curb
One Way Traffic
Exist'g Graded Road
18" Taper Section - See Concrete Nosing Detail
85+63.90 P.C.
This area graded for landscaping to be reshaped & covered with topsoil.
N.E. 33RD AVE.
Salvage 18" Conc. Pipe 81'
Finished Grade on Survey Line
33RD AVE. CONNECTIONS
Exc. 1860 C.Y.
T.H. 372 Yd. Mi.
(From Sta. 73)
(Top soil to be placed on graded area between Hwy & 33rd Ave. Connection)
Original Ground Line
Top of Proposed Pavement
Exc. 539
Exc. 149 (Hwy grade change to get road min. clearance)
Emb. 172 (To be placed on area S. of Hwy. Sta. 85 or on Hwy. Fill)
(To be placed on Hwy. & 33rd Ave. Conn. cut slopes & on landscaping area between ...)

3V-6-2

LOMBARD ST.-KILLINGSWORTH ST. SEC. LOMBARD HIGHWAY MULTNOMAH COUNTY				SHEET No. 9
FED. ROAD DIST. No	STATE	PROJECT NUMBER	FISCAL YEAR	TOTAL SHEETS
1	OREGON	201-B(1)		See Index

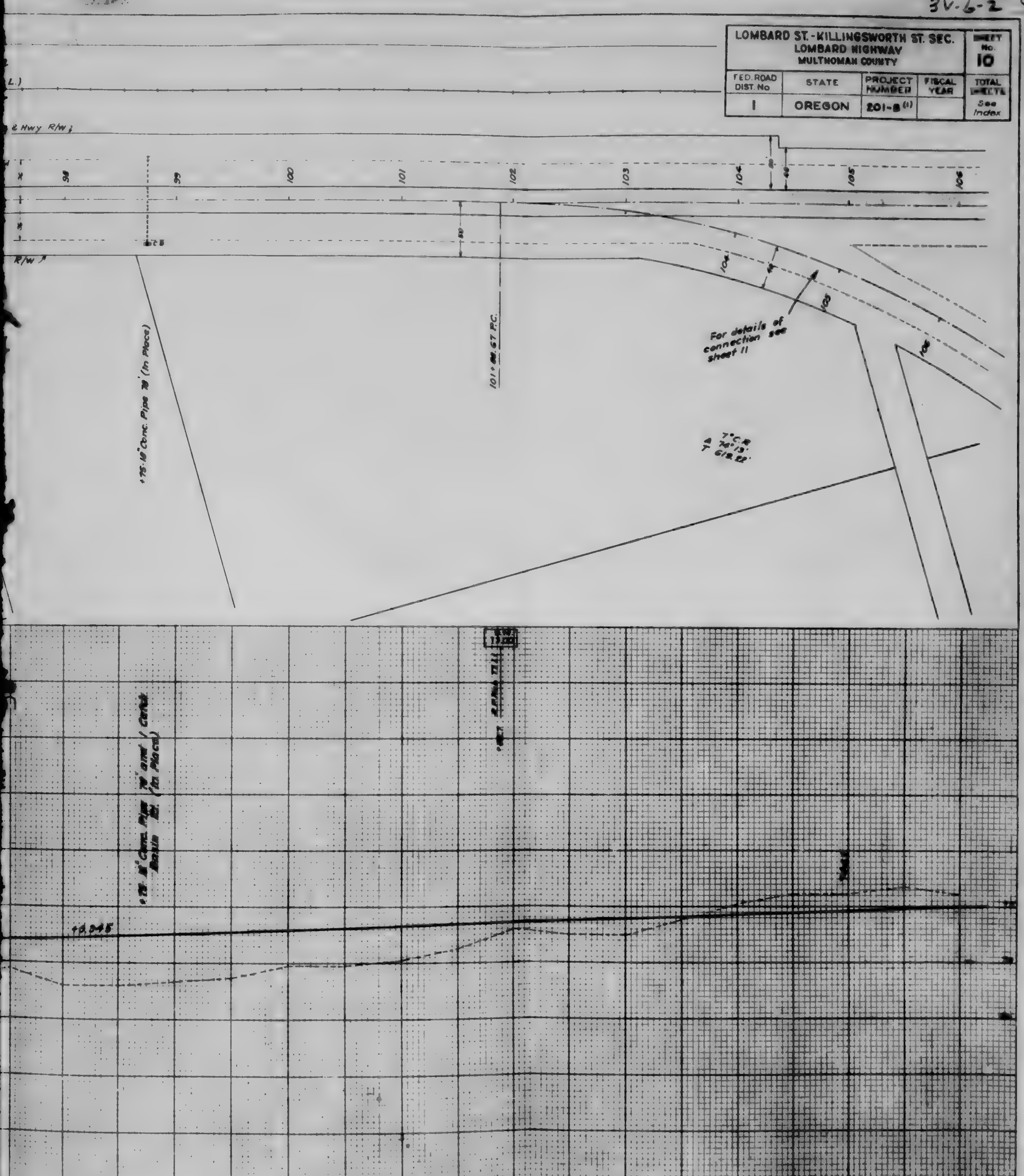


UNION PACIFIC (M.L.)
Inst 18" Galv. Pipe 75'
83
85
86
87
88
89
90
This area to be reshaped for landscaping & covered with topsoil.
This area graded for landscaping to be reshaped & covered with topsoil.
8" Sewer Pipe 54'
Constr. Curb
One Way Traffic
Existg Graded Road
15' Taper Section - See Concrete Nosing Detail
100' Salvage 18" Conc. Pipe 81'
Rounded Grade on Survey Line
52nd AVE CONNECTIONS
Original Ground Line
Top of Proposed Pavement at ℄


UNION PACIFIC (M.L.)
RR & Hwy R/W
90
91
92
93
94
95
96
97
98
S 74° 25' E
Exist'g Graded Hwy.
R/W
C.P. 16
100' 18" Conc. Pipe at (In Place)
Exist'g 16' Graded Rd. Appr.
W. Line Wm Hall D.L.C.
FINAL SURVEY
SURVEYED
PLOTTED
TEMPLATE
AREAS
AREAS CHECKED
NOTE BOOK
NO.
BY
DATE
ORIGINAL SURVEY
Road Appr. Rt.
Graded 16' wide
Top of Pavement at ℄
Original Ground Line
90
91
92
93
94
95
96
97
98

3V-6-2

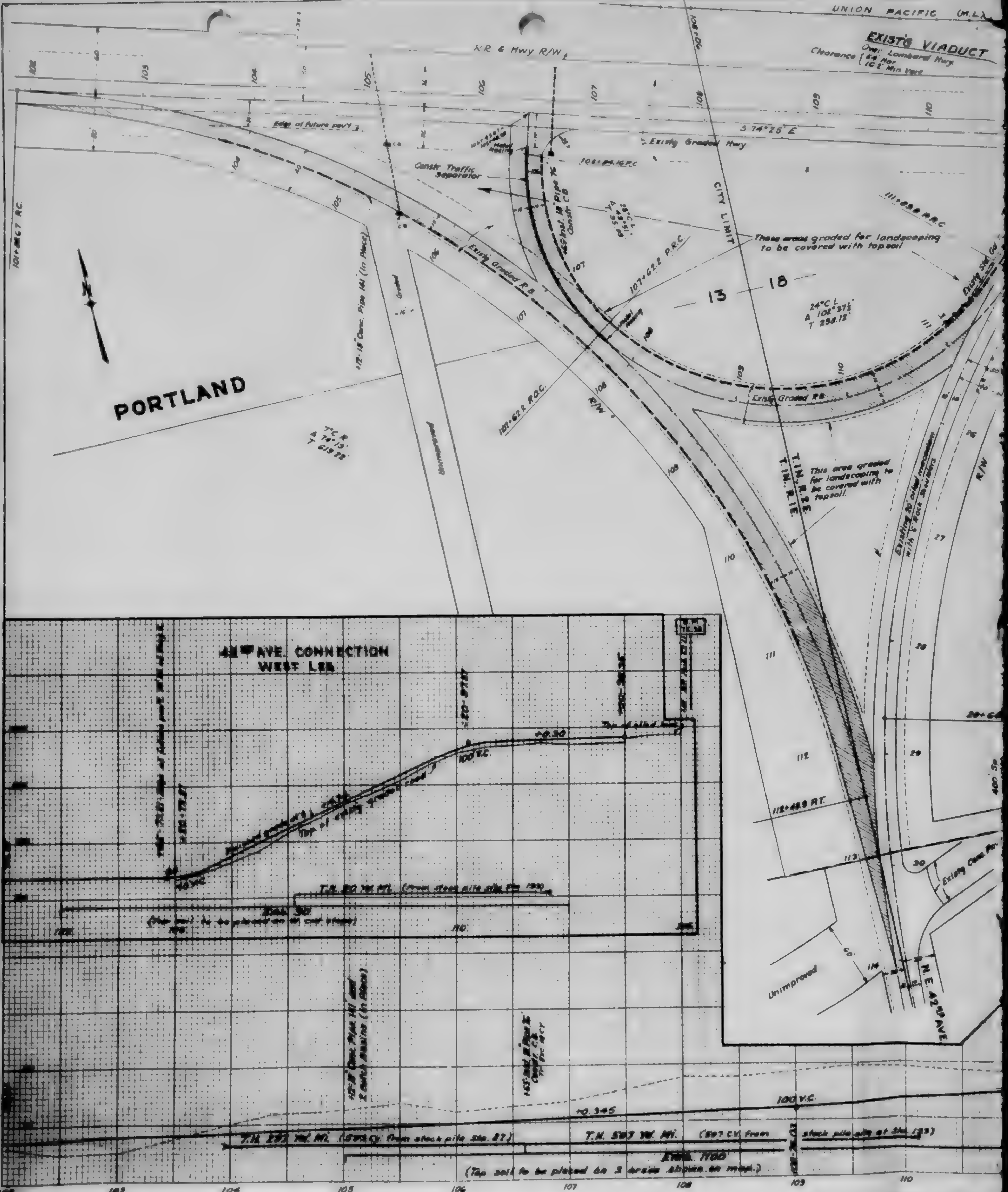
LOMBARD ST.-KILLINGSWORTH ST. SEC. LOMBARD HIGHWAY MULTNOMAH COUNTY				SHEET No. 10
FED. ROAD DIST. No	STATE	PROJECT NUMBER	FISCAL YEAR	TOTAL SHEETS
1	OREGON	201-B(1)		See Index



L.)
℄ Hwy R/W
R/W
98
99
100
101
102
103
104
105
106
+75.18 Conc. Pipe 18" (In Place)
101+86.67 P.C.
104
105
106
For details of connection see sheet 11
7° C.R
Δ 74°13'
T 612.82'
+75.18 Conc. Pipe 18" and 1 Catch Basin (In Place)
+2.34%

SURVEY
PLOTTED
NOTE BOOK
TEMPLATE
AREAS
NO.
AREAS CHECKED

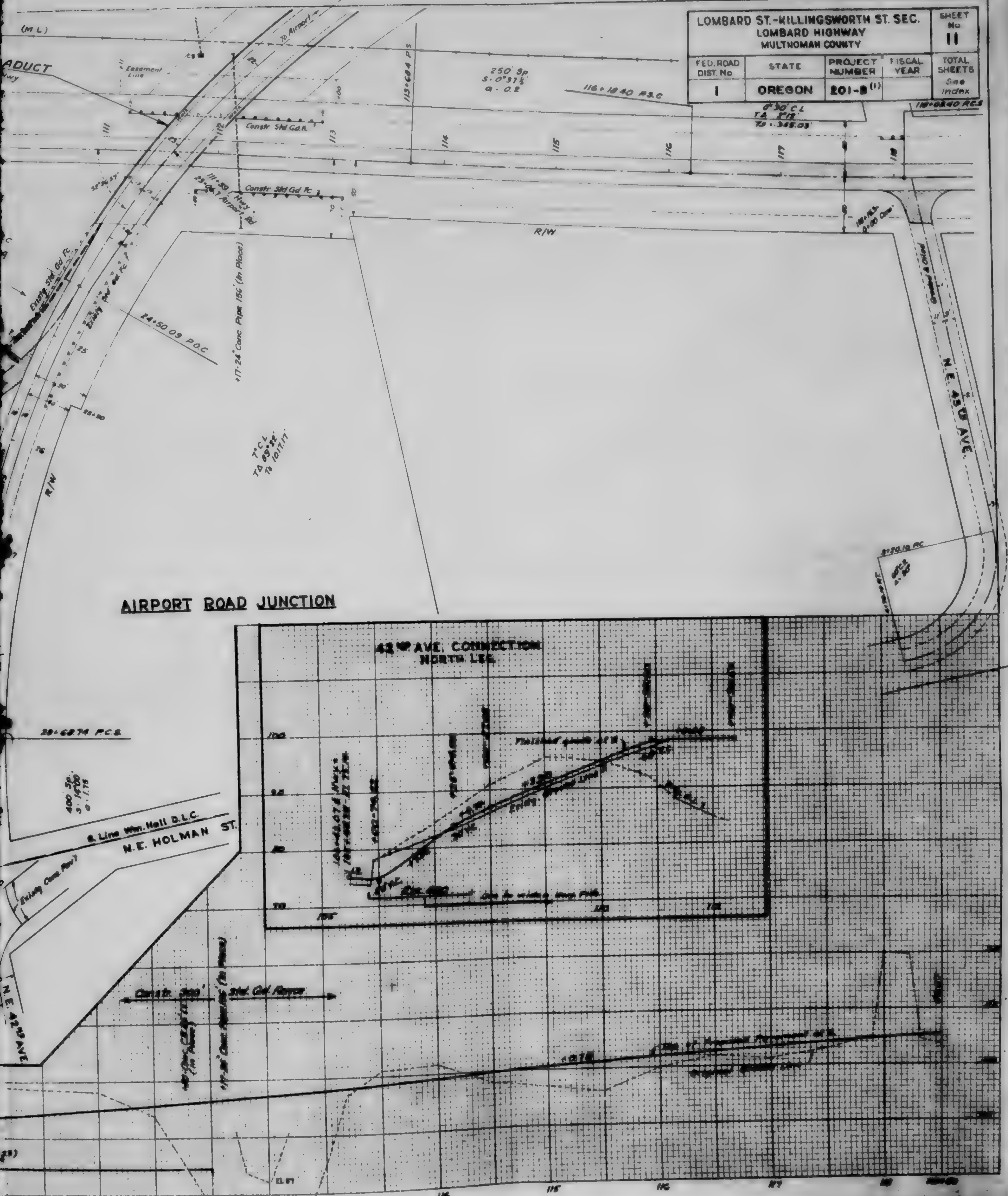
SURVEY
PLOTTED
NOTE BOOK
TEMPLATE
AREAS
NO.
AREAS CHECKED


UNION PACIFIC (M.L.)
EXIST'G VIADUCT
Over Lombard Hwy
Clearance [64' Hor
16.2' Min Vert
R.R & Hwy R/W ℄
Edge of future pav't
S 74°25' E
Exist'g Graded Hwy
Constr Traffic Separator
Metal Railing
105+84.16 P.C.
45 Inst. 18" Pipe ½ Constr C.B.
C.B.
101+86.7 R.C.
12-18" Conc. Pipe 141 (In Place)
Graded
Exist'g Graded R.B.
107+62.2 P.R.C.
101+62.2 P.R.C.
CITY LIMIT
These areas graded for landscaping to be covered with topsoil
111+82.8 P.R.C.
13
18
24°C L
Δ 102°37½'
T 298.12'
28°C L
Δ 49°51'
T 95.60
7°C R
Δ 74°13'
T 619.22'
Existg Std Gd
Exist'g Graded R.B.
PORTLAND
R/W
Unimproved
T.1N. R.2E.
T.1N. R.1E.
This area graded for landscaping to be covered with topsoil
Existing 20' oiled macadam with 6' Rock Shoulders
R/W
26
27
28
29
30
112+48.9 R.T.
Exist'g Conc. Pa
60
Unimproved
N.E. 42ND AVE
102
103
104
105
106
107
108
109
110
111
112
113
114
42ND AVE. CONNECTION
WEST LEG
100 V.C.
+0.30
Top of oiled
Top of exist'g graded road
T.N. 80 Yd. Mi. (From stock pile site Sta 133)
(Top soil to be placed on all cut slopes)
110
+0.345
100 V.C.
T.N. 297 Yd. Mi. (593 C.Y. from stock pile Sta. 27)
T.N. 507 Yd. Mi. (507 C.Y. from stock pile site at Sta. 133)
(Top soil to be placed on 3 areas shown on map.)
102
103
104
105
106
107
108
109
110

3V-6-2

LOMBARD ST.-KILLINGSWORTH ST. SEC. LOMBARD HIGHWAY MULTNOMAH COUNTY				SHEET No.
				11
FED. ROAD DIST. No	STATE	PROJECT NUMBER	FISCAL YEAR	TOTAL SHEETS
1	OREGON	201-B$^{(1)}$		See Index

AIRPORT ROAD JUNCTION

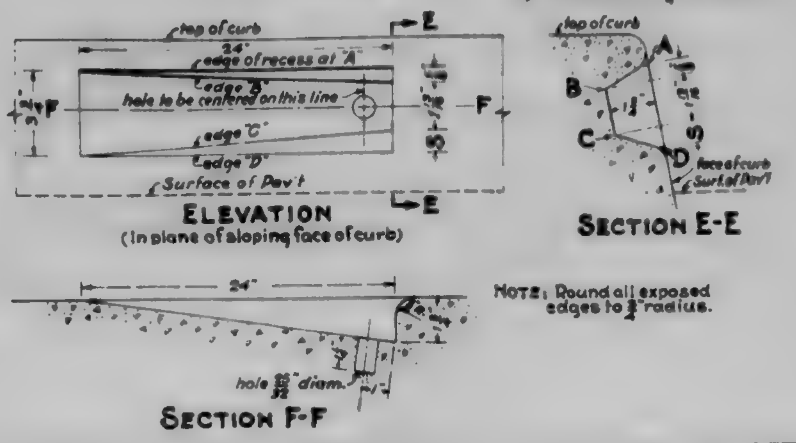

(M.L.)
VIADUCT
Easement Line
To Airport
250' Sp.
S. 0°37½'
a. 0.2
116+18.40 P.S.C.
113+68.4 P.S.
Constr. Std Gd. Rc.
Constr. Std Gd. Rc.
111+59 Hwy = 23+06.7 Airport Rd.
0°30' C.L.
T.A. 2°19'
T.O. = 345.03'
118+68.40 P.C.S.
111
112
113
114
115
116
117
118
R/W
Exstg. Std Gd. Rc.
Exstg. Std Gd. Rc.
24+50.09 P.O.C.
+17: 24" Conc. Pipe 156' (In Place)
25
7° C.L.
T.A. 89°22'
T.O. 1017.17'
R/W
N.E. 45th AVE.
3+30.10 P.C.
28+68.74 P.C.S.
400' Sp.
S. 1.400
a. 1.75
S. Line Wm. Hall D.L.C.
N.E. HOLMAN ST.
Exstg. Conc. Pavt.
N.E. 42nd AVE.
42nd AVE. CONNECTION NORTH LEG
100
90
80
70
Finished grade at C.L.
Exstg.
Constr. 300' Std. Gd. Rc.
Proposed Pavement at C.L.
Original Ground Line
El. 67
111
112
113
114
115
116
117
118

DETAILS OF RECESSES FOR CURB MARKERS

No Scale

TYPE A

NOTE: Dimension "S" is 1⅛" for curbs having a face batter of about 1 in 6. Increase "S" where required to make slope "CD" not less than ¼" ver. to 1" hor.

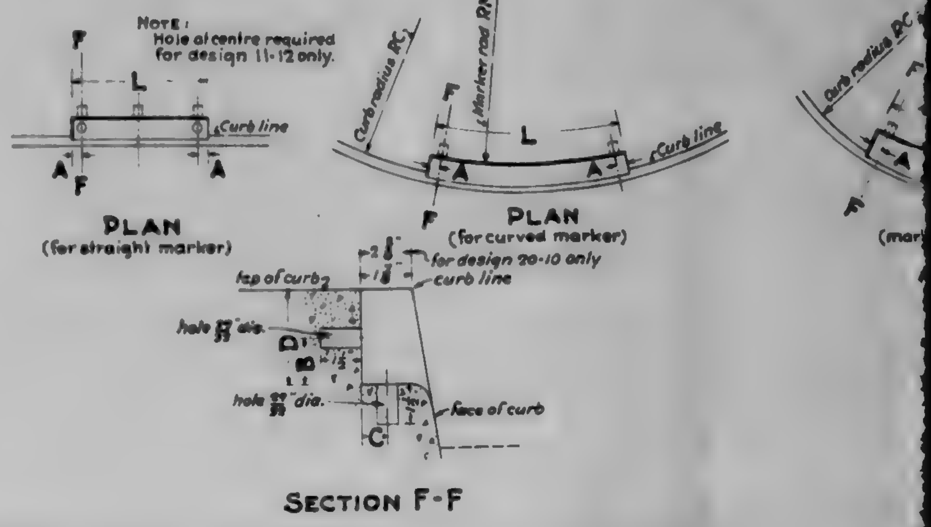


top of curb
24"
edge of recess at "A"
edge "B"
hole to be centered on this line
edge "C"
edge "D"
Surface of Pav't
E
F
ELEVATION
(In plane of sloping face of curb)
top of curb
A
B
C
D
face of curb
Surf. of Pav't
SECTION E-E
24"
hole 23/32" diam.
SECTION F-F

NOTE: Round all exposed edges to ¼" radius.

TYPE B

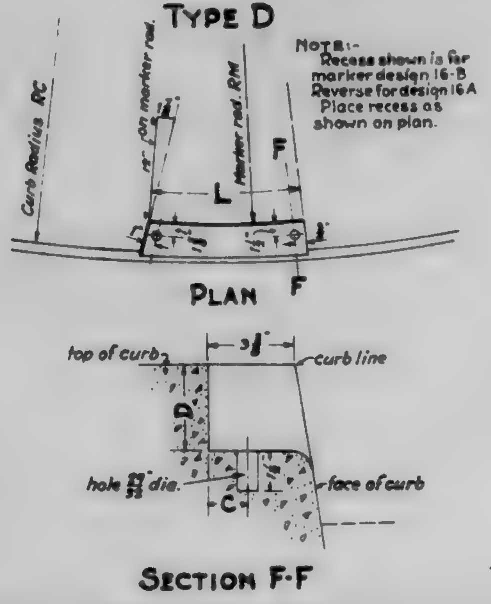
NOTE: Hole at centre required for design 11-12 only.



F
L
Curb line
A
PLAN
(for straight marker)
Curb radius RC
Marker rad. RM
F
L
A
Curb line
PLAN
(for curved marker)
for design 20-10 only
top of curb
curb line
hole 23/32" dia.
D
hole 23/32" dia.
C
face of curb
SECTION F-F

TYPE D

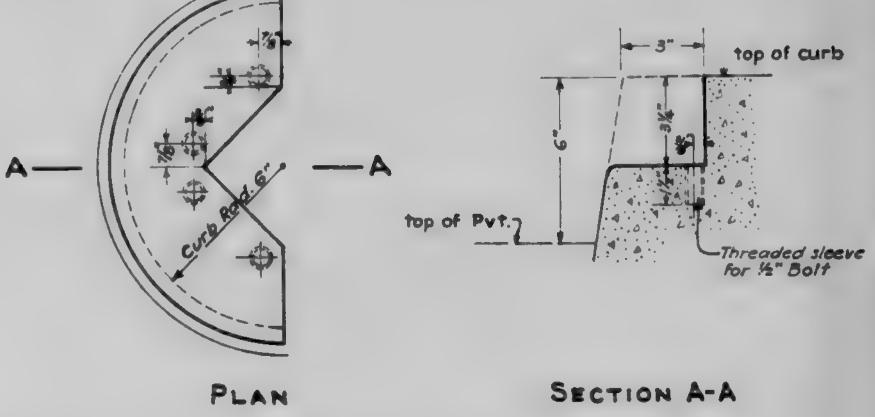
NOTE:- Recess shown is for marker design 16-B Reverse for design 16A Place recess as shown on plan.



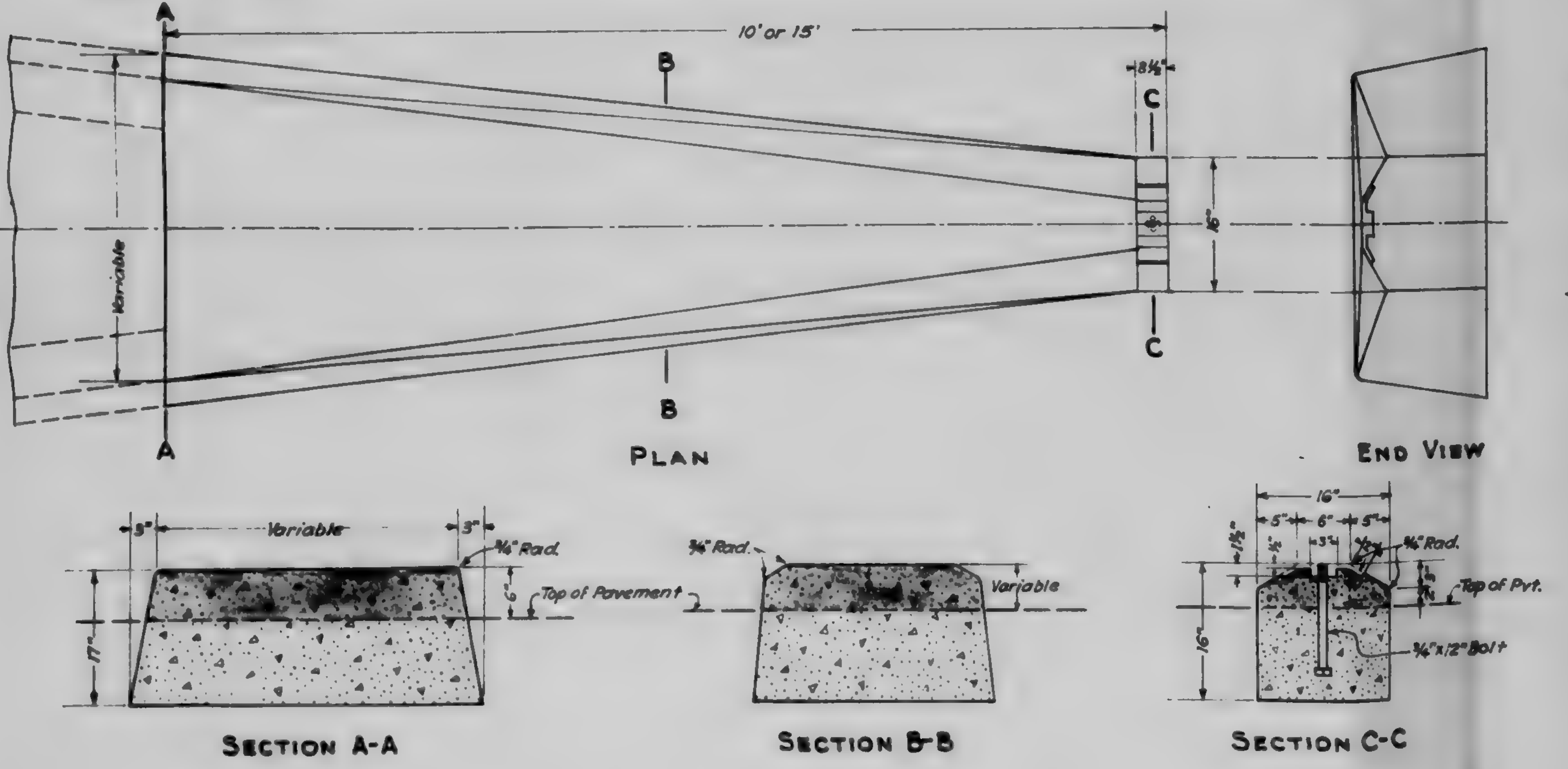
Curb Radius RC
Marker rad. RM
L
F
PLAN
top of curb
3⅛"
curb line
D
hole 23/32" dia.
C
face of curb
SECTION F-F

TYPE C

for Marker Design (17A-6) & (17B-6)



A
A
Curb Rad. 6"
PLAN
3"
top of curb
6"
top of Pvt.
Threaded sleeve for ½" Bolt
SECTION A-A



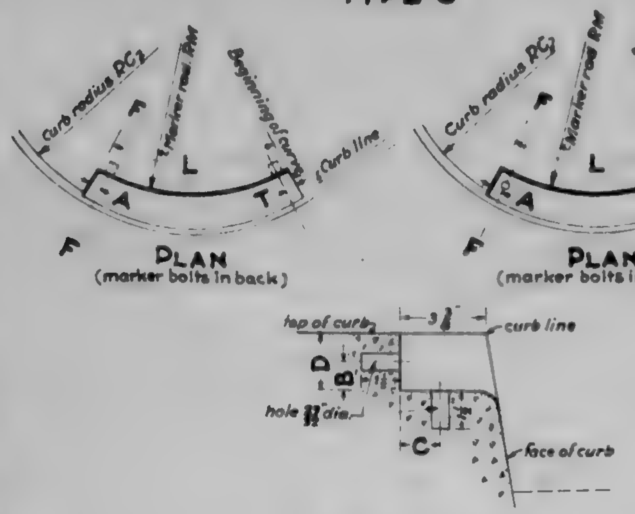
A
10' or 15'
B
8½"
C
Variable
6"
C
B
A
PLAN
END VIEW
3"
Variable
3"
¾" Rad.
6"
Top of Pavement
17"
SECTION A-A
¾" Rad.
Variable
SECTION B-B
16"
5"
6"
5"
¾" Rad.
Top of Pvt.
16"
¾"x12" Bolt
SECTION C-C

DETAIL of CONCRETE NOSING for TRAFFIC ISLANDS

3V-6-2

LOMBARD ST. - KILLINGSWORTH ST. SEC. LOMBARD HIGHWAY MULTNOMAH COUNTY				SHEET NO. 2-C
FED. ROAD DIST. NO.	STATE	PROJECT NO.	FISCAL YEAR	TOTAL SHEETS
1	OREGON	201-B(1)		See Index

TYPE C


Curb radius RC
F
Marker rad. RM
Beginning of curve
L
Curb line
A
T
F
Curb radius RC
Marker rad. RM
Beginning of curve
L
Curb line
A
T
F
top of curb
3½"
curb line
D
B
hole 1⅛" dia.
C
face of curb

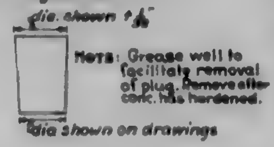
PLAN
(marker bolts in back)

PLAN
(marker bolts in bottom)

SECTION F-F

NOTE:
Type "C" recesses are to be placed with one end at Beginning of curve in curb, as shown or reversed, unless otherwise shown on plans or directed.

DETAIL OF WOOD PLUG
for forming bolt holes

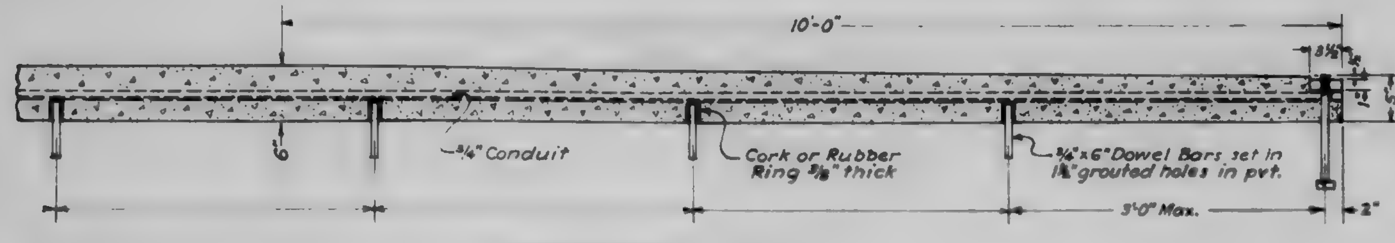

dia. shown + 1/16"
dia. shown on drawings

Note: Grease well to facilitate removal of plug. Remove after conc. has hardened.

LIST OF RECESSES

TYPE OF RECESS	MARKER DESIGN	RC	RM	L*	D	T	A	B	C	NUMBER OF UNITS
A	6-1	any	straight	see drawing						97
B	7-10	5'	4'-6"	22½"	2½"	1"	1"	1½"		6
B	8-10	10'	9'-6"	22½"	2½"	1"	1"	1½"		1
B	11-12	Tang.	Tang.	15½"	3½"	[illegible]	[illegible]	1½"		1
C	13-A-10	2'	1'-9"	20½"	3½"	1"	[illegible]		1½"	2
C	13-B-10 & 18	2'	1'-9"	20½"	3½"	1"	[illegible]		1½"	4
C	15-B-14	4'†	3'-8"	22½"	3½"	1"	1"		1½"	2
C	17-A-6	6"		See	Detail					2
C	17-B-6	6"		See	Detail					2
C	19-A-8	1'	8"	12½"	3½"	1"	1"		1½"	2

* L is length of recess, measured on curve, at back.
† Marker longer than curve - center recess at center of curve.


10'-0"
3½"
5"
6"
¾" Conduit
Cork or Rubber Ring ⅜" thick
¾" x 6" Dowel Bars set in 1¼" grouted holes in pvt.
3'-0" Max.
2"

Longitudinal Section

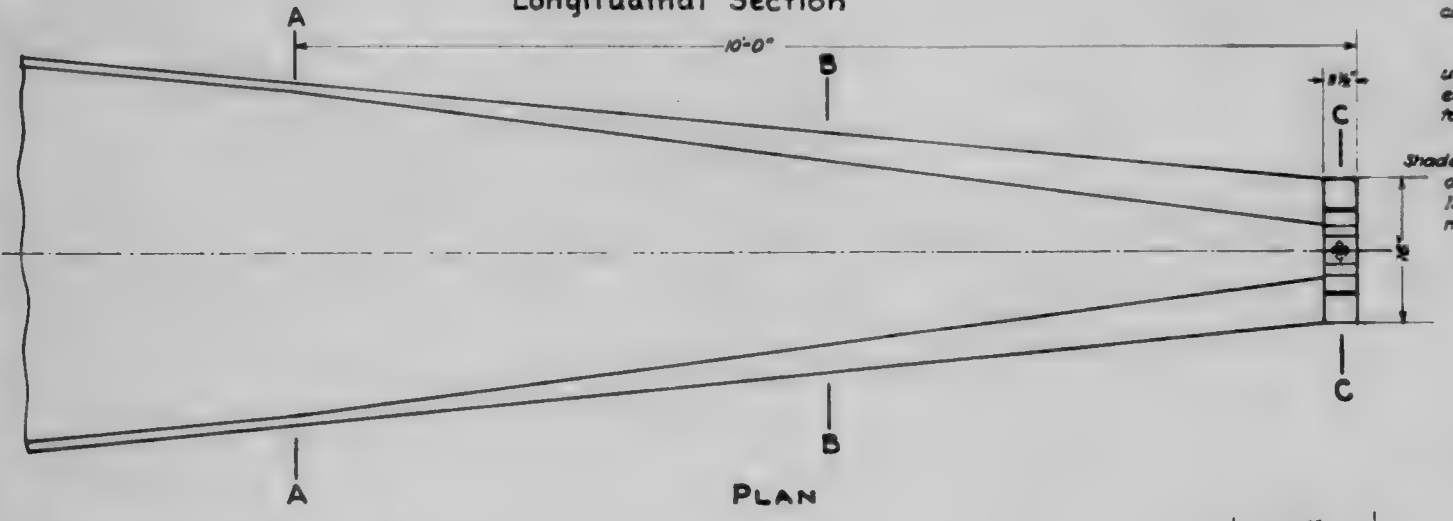
NOTES:-

Existing pavement surface to be coated with asphalt under floating islands.

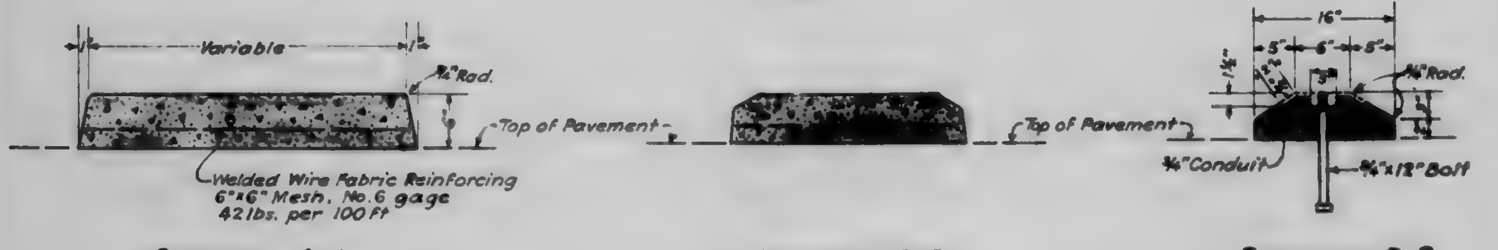
Expansion joints in islands to coincide with expansion joints in pavement.

When island width exceeds 3' use 2 rows of dowels, each row 1' from edge of island. Otherwise dowels to be placed on center line.

Shaded Portions of Curbs, Traffic Separators, Traffic Islands, Floating Islands, Concrete Nosings to be made of white concrete.


A
10'-0"
B
3½"
C
16"
C
B
A

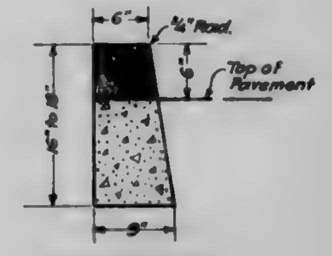
PLAN


Variable
¾" Rad.
Top of Pavement
Welded Wire Fabric Reinforcing 6" x 6" Mesh. No. 6 gage 42 lbs. per 100 ft
Top of Pavement
16"
5"
6"
5"
¾" Rad.
¾" Conduit
¾" x 12" Bolt

SECTION A-A

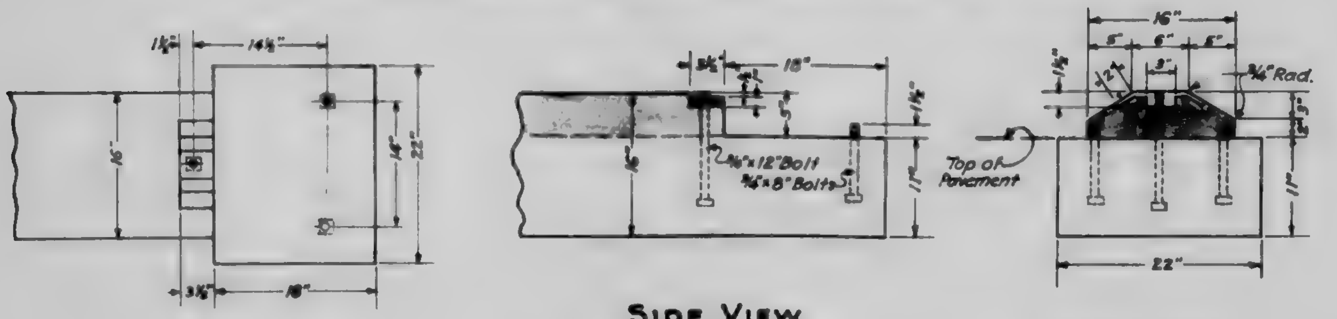
SECTION B-B

SECTION C-C


6"
¾" Rad.
Top of Pavement
16" to 18"
9"

CONCRETE CURB

DETAIL of FLOATING ISLAND at CONCRETE NOSING END

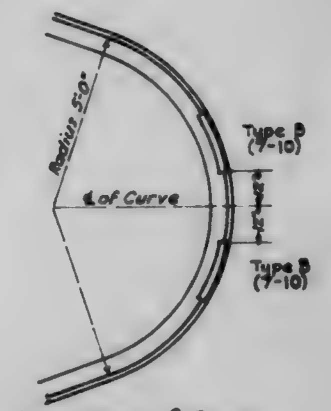

1½"
14½"
16"
14"
22"
3½"
18"
3½"
18"
¾" x 12" Bolt
¾" x 8" Bolts
11"
16"
5"
6"
5"
¾" Rad.
Top of Pavement
11"
22"

PLAN

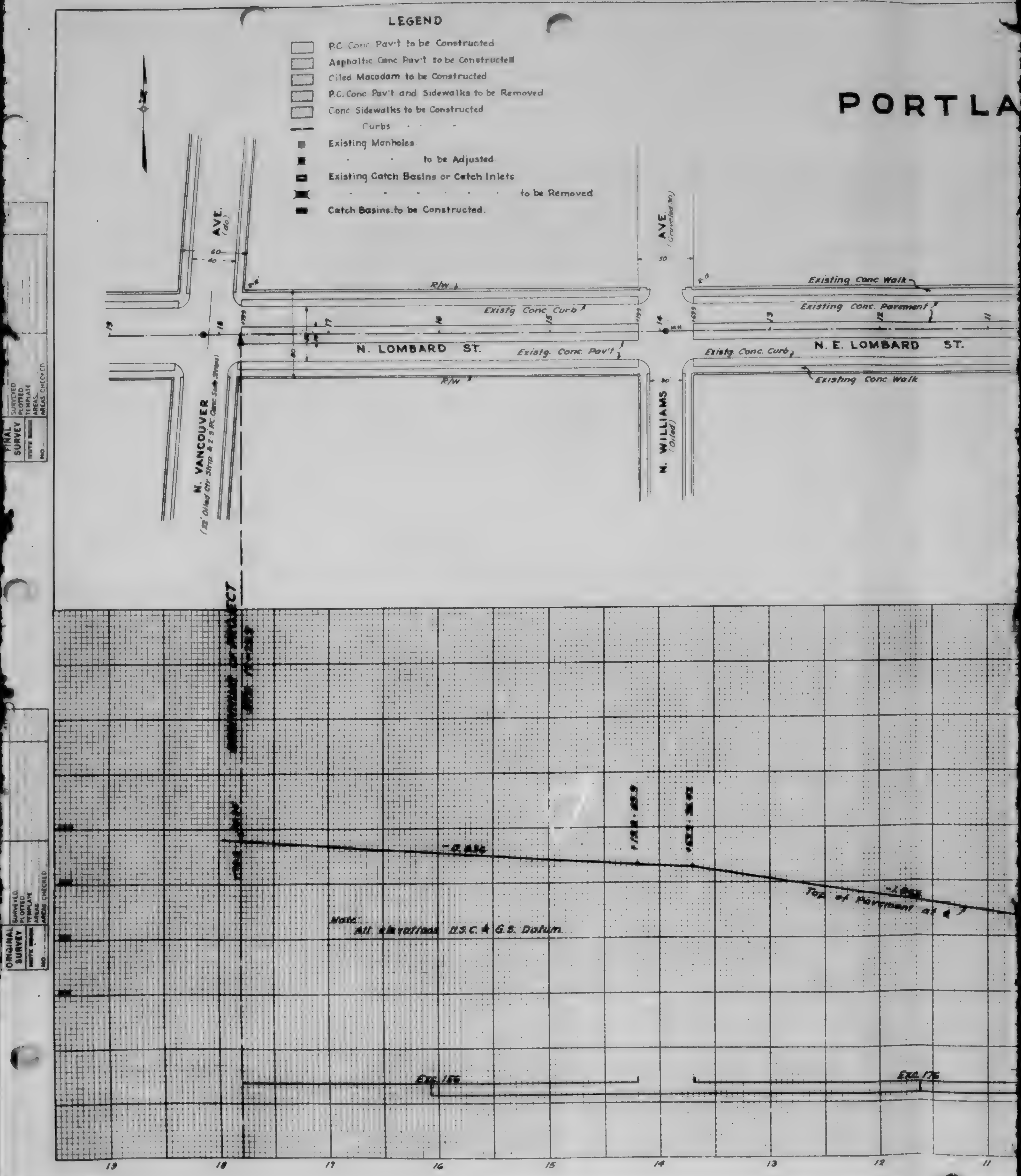
SIDE VIEW

END VIEW

DETAIL of TRAFFIC SEPARATOR


Radius 5'-0"
℄ of Curve
Type B (7-10)
Type B (7-10)

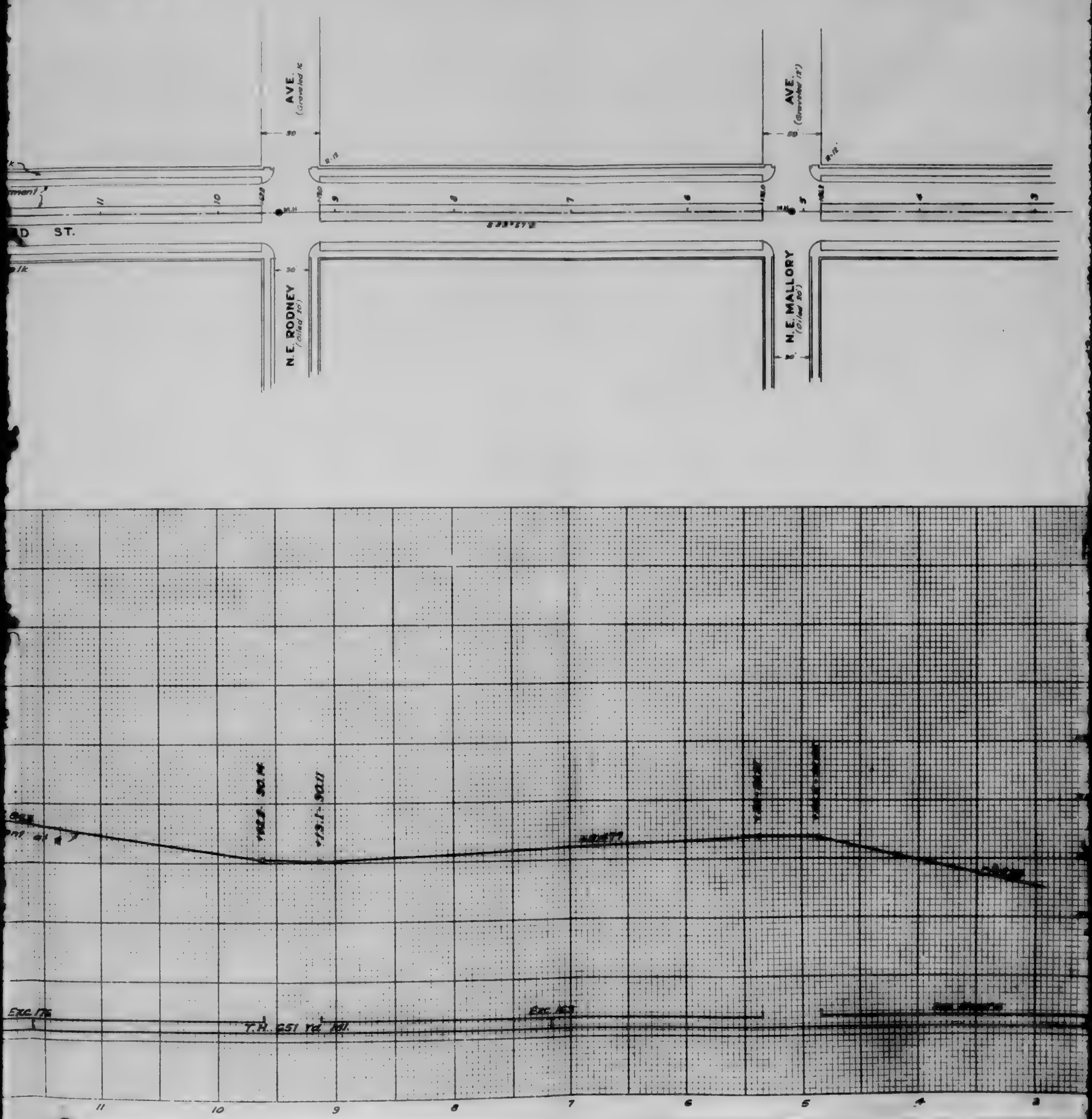
LOCATION of CURB MARKER RECESSES


PORTLA
LEGEND
P.C. Conc Pav't to be Constructed
Asphaltic Conc Pav't to be Constructed
Oiled Macadam to be Constructed
P.C. Conc Pav't and Sidewalks to be Removed
Conc Sidewalks to be Constructed
Curbs
Existing Manholes
to be Adjusted
Existing Catch Basins or Catch Inlets
to be Removed
Catch Basins to be Constructed
N. VANCOUVER AVE.
(22' Oiled Ctr Strip & 2-9' P.C. Conc Side Strips)
(do)
N. WILLIAMS AVE.
(Oiled)
(Graveled 30')
N. LOMBARD ST.
N. E. LOMBARD ST.
R/W
Existg Conc Curb
Existg. Conc. Pav't
Existg. Conc. Curb
Existing Conc Walk
Existing Conc. Pavement
60
40
50
30
80
MH
19
18
17
16
15
14
13
12
11
Note:
All elevations U.S.C. & G.S. Datum.
Top of Pavement at ℄
Exc. 155
Exc. 175
FINAL SURVEY
SURVEYED
PLOTTED
TEMPLATE
AREAS
AREAS CHECKED
NOTE BOOK
NO
ORIGINAL SURVEY
SURVEYED
PLOTTED
TEMPLATE
AREAS
AREAS CHECKED
NOTE BOOK
NO

3V-6-2

LOMBARD ST.-KILLINGSWORTH ST. SEC. LOMBARD HIGHWAY MULTNOMAH COUNTY				SHEET No. 3
FED ROAD DIST No	STATE	PROJECT NUMBER	FISCAL YEAR	TOTAL SHEETS
1	OREGON	201-B(1)		See Index

RTLAND

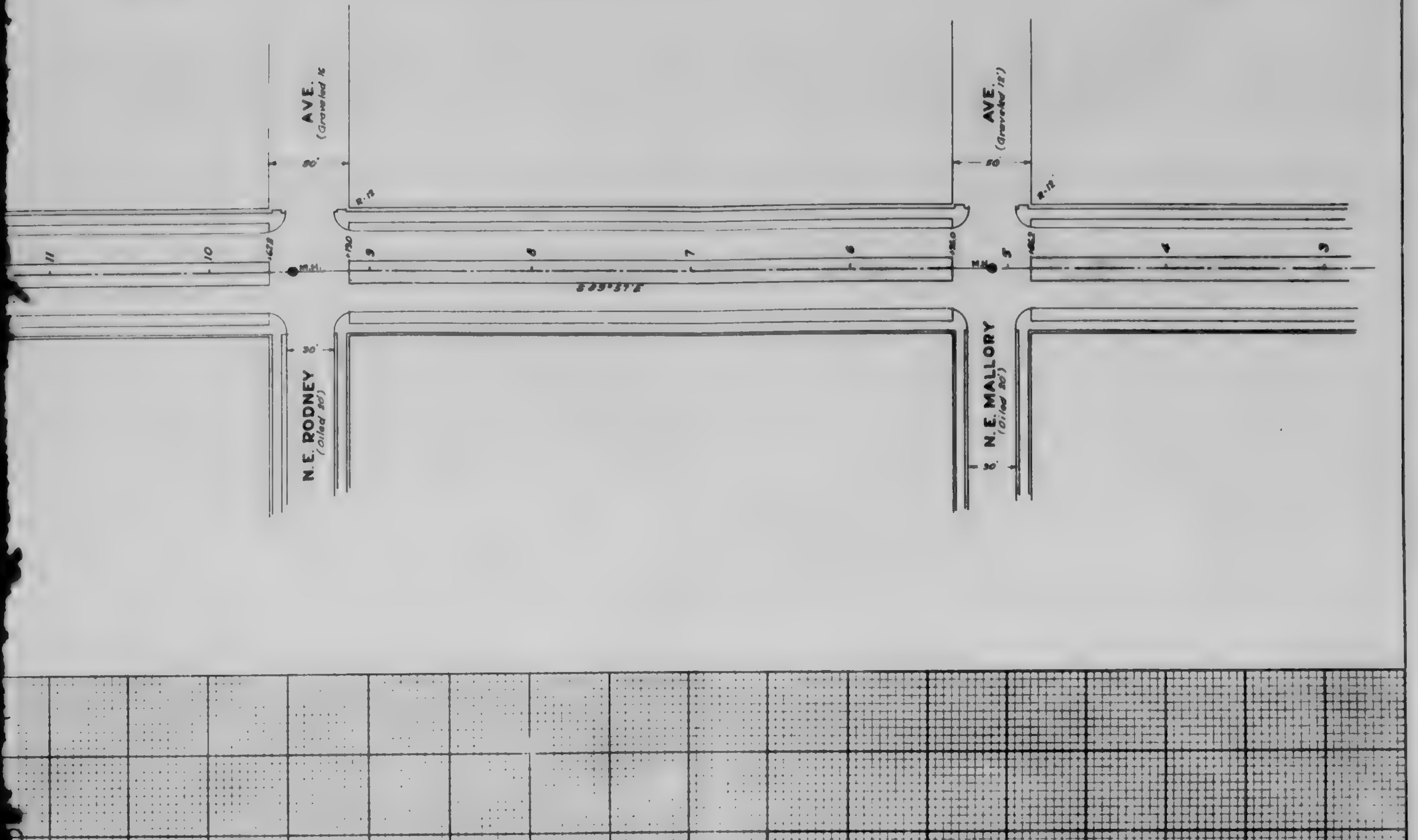


AVE.
N.E. RODNEY
(Oiled 20')
AVE.
N.E. MALLORY
(Oiled 20')
ST.
30
11
10
9
8
7
6
5
4
3
M.H.
Exc. 176
T.H. 651 Yd. Mi.
Exc. 163

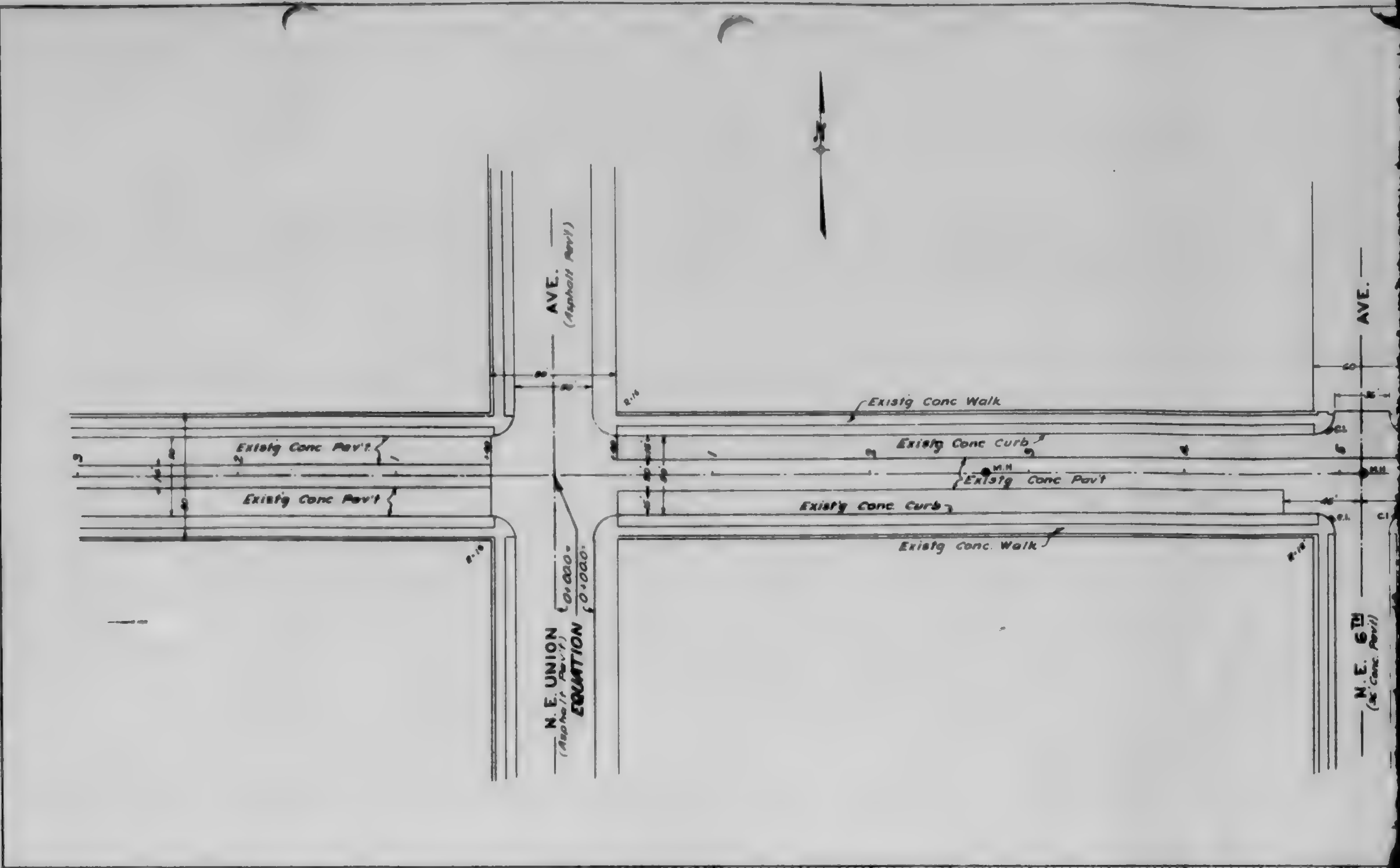
3V-6-2

LOMBARD ST.-KILLINGSWORTH ST. SEC. LOMBARD HIGHWAY MULTNOMAH COUNTY				SHEET No. 3
FED. ROAD DIST No	STATE	PROJECT NUMBER	FISCAL YEAR	TOTAL SHEETS
1	OREGON	201-B(1)		[illegible]

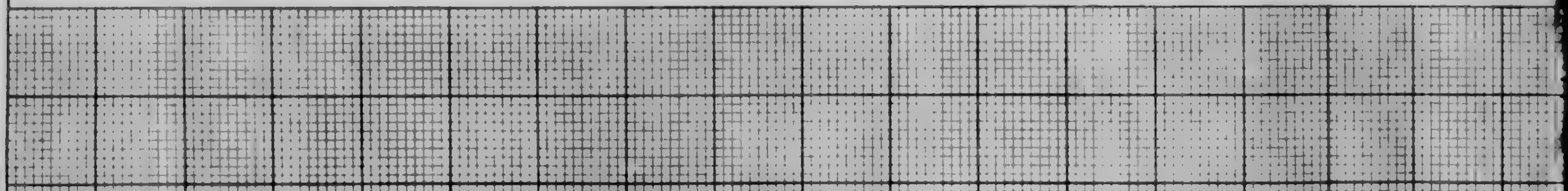
LAND



N.E. RODNEY AVE.
(Graveled 16')
(Oiled 20')
N.E. MALLORY AVE.
(Graveled 18')
(Oiled 20')
30'
M.H.
11
10
9
8
7
6
5
4
3
T.H. 251 Yd. [illegible]
Exc. [illegible]



AVE.
(Asphalt Pav't)
80
80
R=16
Existg Conc Pav't
Existg Conc Pav't
R=16
0+000=
0+000=
N.E. UNION
(Asphalt Pav't)
EQUATION
Existg Conc Walk
Existg Conc Curb
M.H.
Existg Conc Pav't
Existg Conc Curb
Existg Conc. Walk
R=16
60
C.I.
M.H.
C.I.
C.I.
AVE.
N.E. 6TH
(36' Conc Pav't)



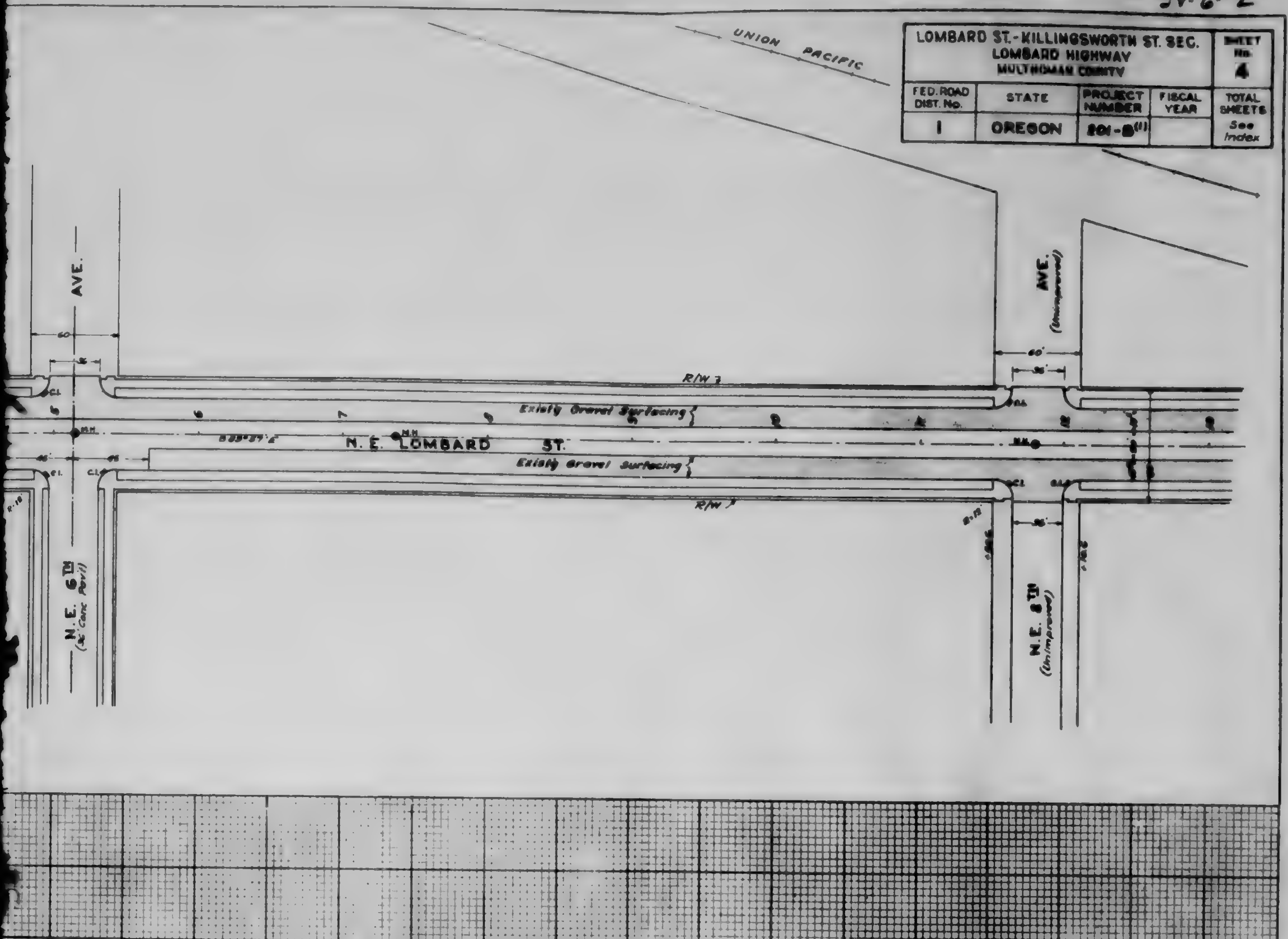
EQUATION
T.H. 1338 W. Mi.
3
2
1
0
1
2
3
4
5

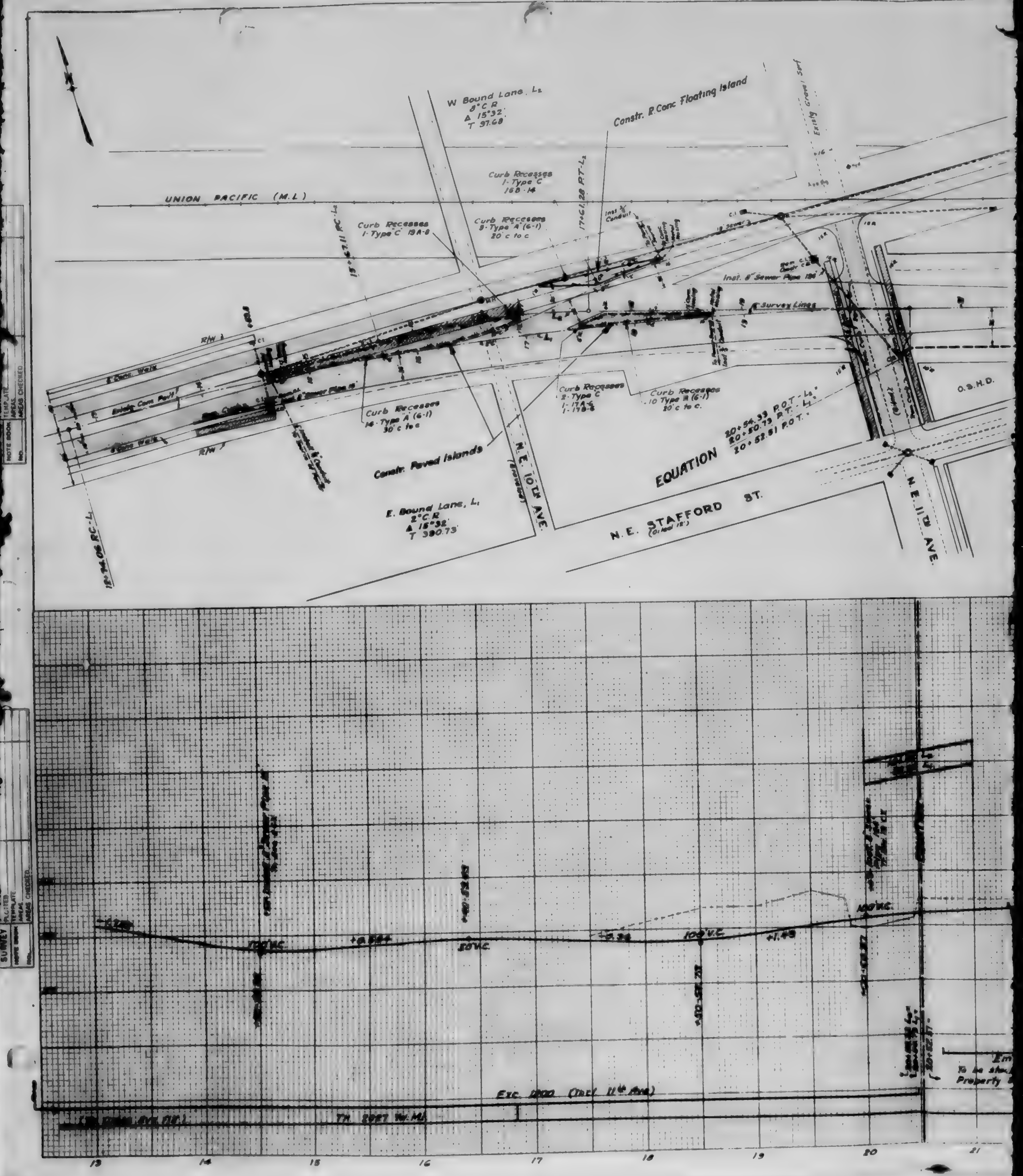
NOTE BOOK
TEMPLATE
AREAS
AREAS CHECKED
NO.

NOTE BOOK
TEMPLATE
AREAS
AREAS CHECKED
NO.

3V-6-2

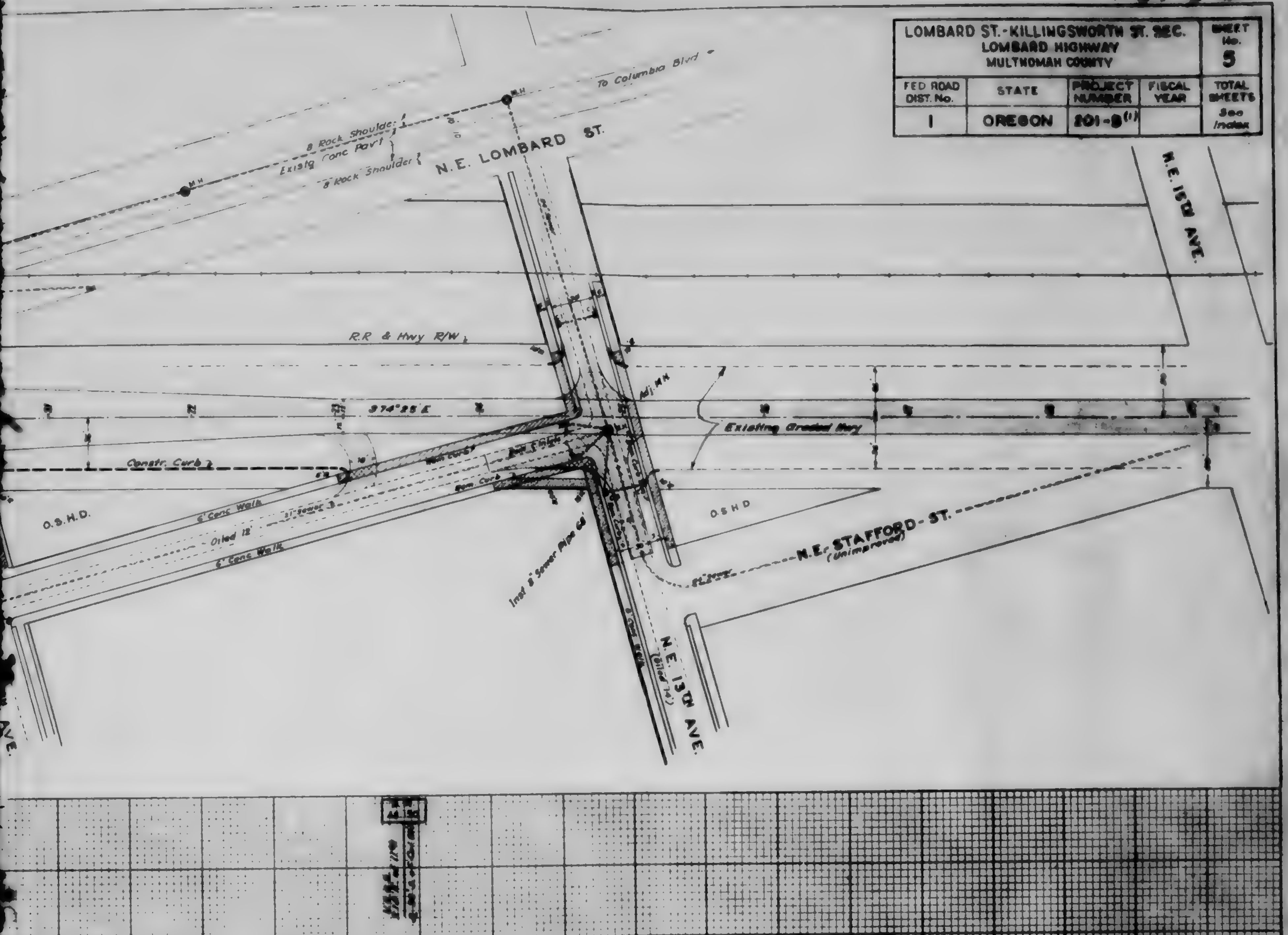
LOMBARD ST.-KILLINGSWORTH ST. SEC. LOMBARD HIGHWAY MULTNOMAH COUNTY				SHEET No. 4
FED. ROAD DIST. No.	STATE	PROJECT NUMBER	FISCAL YEAR	TOTAL SHEETS
1	OREGON	201-B$^{(1)}$		See Index


UNION PACIFIC
AVE.
AVE. (Unimproved)
60'
36'
R/W
C.L.
M.H.
Exist'g Gravel Surfacing
N.E. LOMBARD ST.
Exist'g Gravel Surfacing
R/W
N.E. 6TH (36' Conc Pav't)
N.E. 8TH (Unimproved)
Exc. 1358
5
6
7
8
9
10
11
12
13

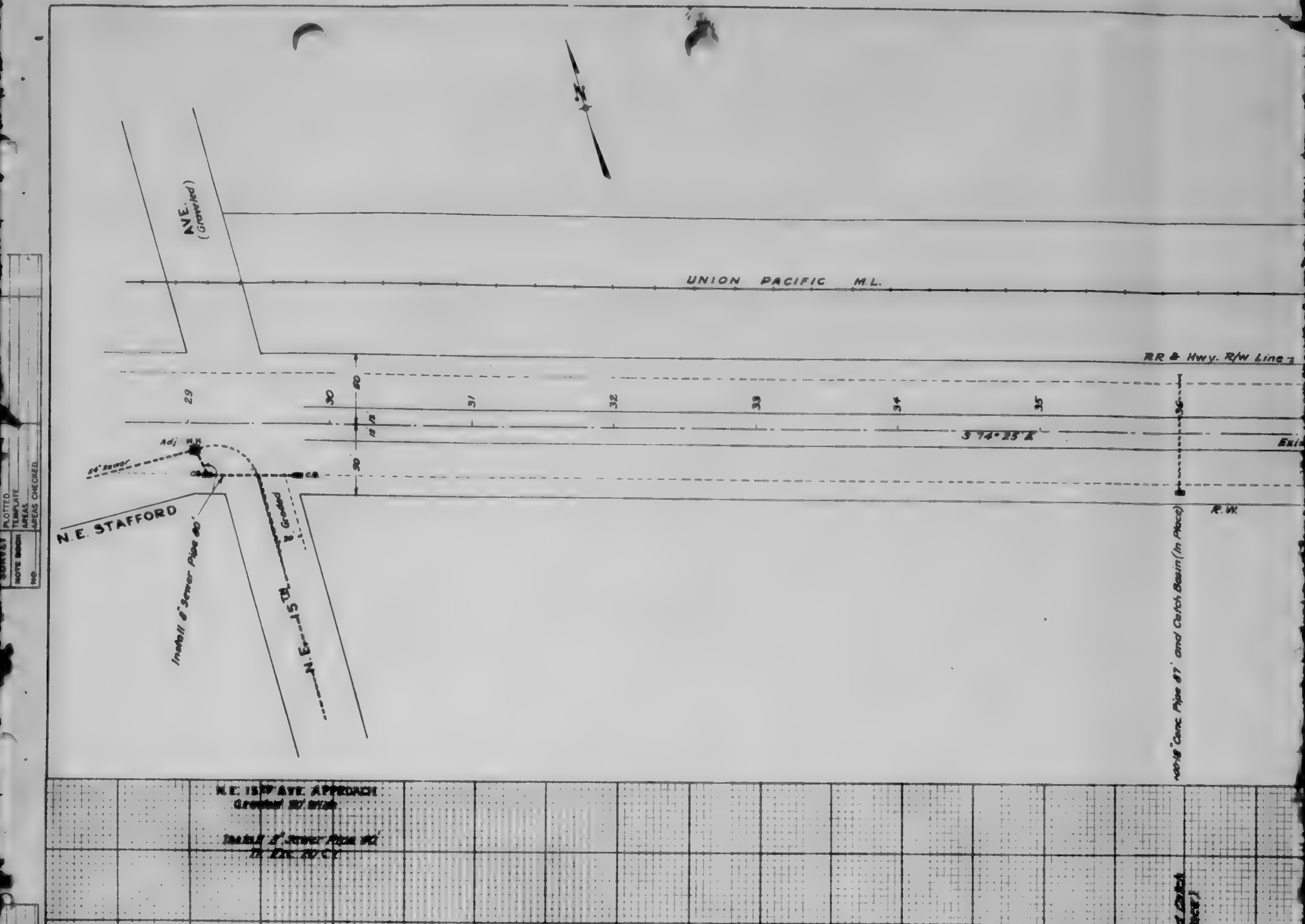

W Bound Lane, L2
8° C R
Δ 15°32'
T 97.68
Constr. R.Conc Floating Island
Exist'g Grav. Surf.
UNION PACIFIC (M.L)
Curb Recesses
1-Type C
16B-14
Curb Recesses
1-Type C 19A-8
15+57.11 P.C.-L2
Curb Recesses
9-Type A (6-1)
20' c to c
17+61.28 P.T.-L2
Inst. ¾" Conduit
Inst. 8" Sewer Pipe 136'
Survey Lines
R/W
Conc. Walk
Exist'g Conc. Pav't
Inst. 8" Sewer Pipe
Curb Recesses
14-Type A (6-1)
30' c to c
Constr. Paved Islands
Curb Recesses
2-Type C
1-17A-C
1-17B-S
Curb Recesses
10 Type B (6-1)
20' c to c.
EQUATION 20+54.33 P.O.T.-L2 / 20+50.73 P.T.-L1 / 20+52.51 P.O.T.
O.S.H.D.
E. Bound Lane, L1
2° C.R.
Δ 15°32'
T 390.73
13+74.08 P.C.-L1
N.E. 10th AVE.
N.E. STAFFORD ST.
(Oiled 12')
N.E. 11th AVE.
100' V.C.
+0.584
50' V.C.
-0.34
100' V.C.
+1.49
100' V.C.
Exc. 1200 (Incl. 11th Ave)
TH. 2027 W.-Mi.
To be sho...
Property ...
13
14
15
16
17
18
19
20
21
SURVEY
PLOTTED
TEMPLATE
AREAS
AREAS CHECKED
NOTE BOOK
NO.

3V-6-2

LOMBARD ST.-KILLINGSWORTH ST. SEC. LOMBARD HIGHWAY MULTNOMAH COUNTY				SHEET No. 5
FED ROAD DIST. No.	STATE	PROJECT NUMBER	FISCAL YEAR	TOTAL SHEETS
1	OREGON	201-8$^{(1)}$		See Index



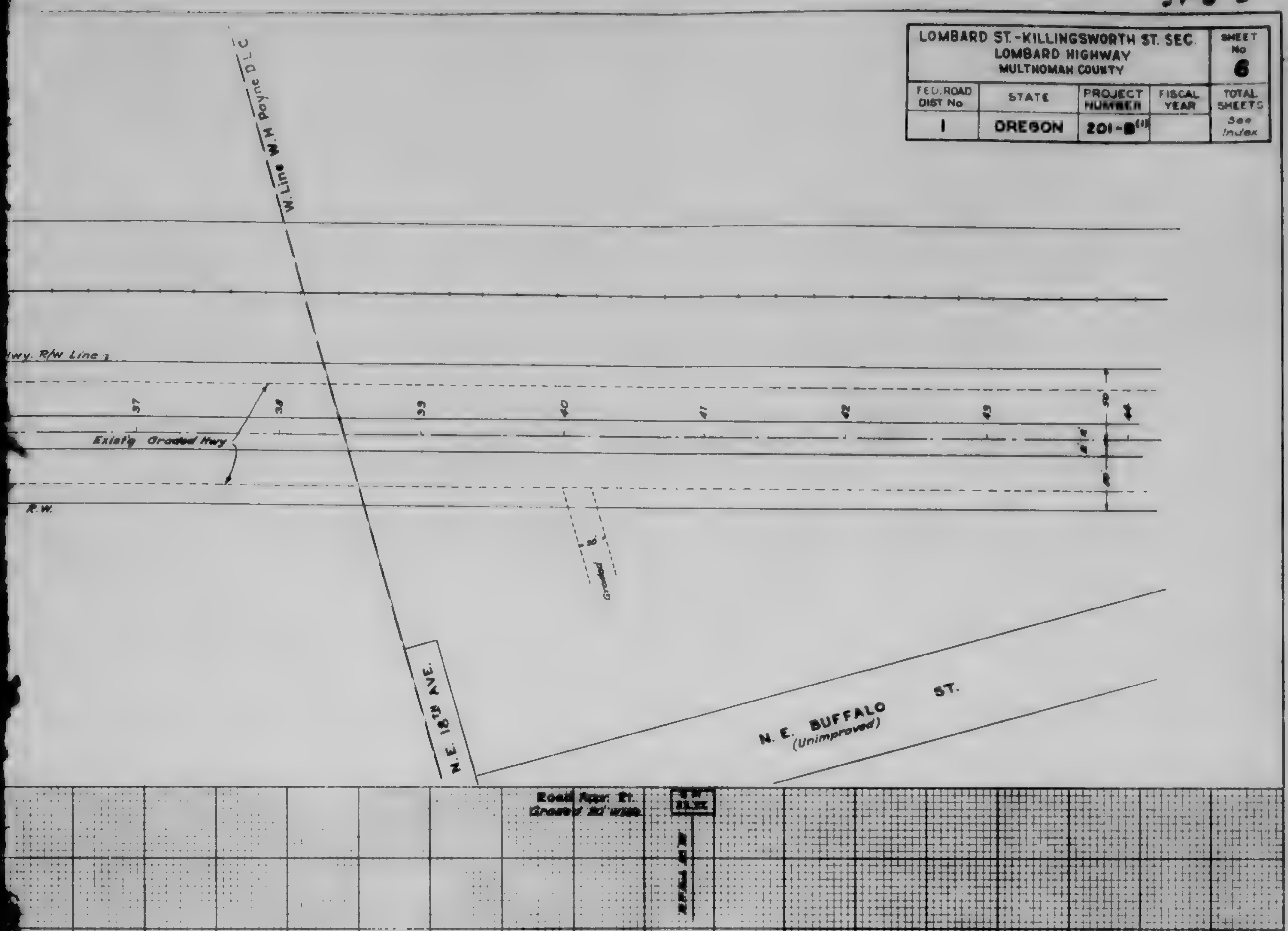
N.E. LOMBARD ST.
To Columbia Blvd
8 Rock Shoulder
Existg Conc Pav't
8 Rock Shoulder
M.H.
N.E. 15TH AVE.
R.R. & Hwy R/W
S 74°25' E
Existing Graded Hwy
Constr. Curb
O.S.H.D.
6" Conc Walk
Oiled 12'
6" Conc Walk
O.S.H.D.
N.E. STAFFORD - ST.
(Unimproved)
Inst 8" Sewer Pipe
N.E. 13TH AVE.
AVE.
Top of Proposed Pavement at Survey Line
Top Soil Stock Pile
Exc. 195
Emb. 195
To be stock piled on State Property 80' Rt Sta. 21
21
22
23
24
25
26
27
28
29



AVE. (Graveled)
UNION PACIFIC M.L.
RR & Hwy. R/W Line
29
30
31
32
33
34
35
36
60
30
S 74°25' E
R.W.
Adj. M.H.
24" Sewer
C.B.
N.E. STAFFORD
Install 8" Sewer Pipe 40'
℄ Graded
N.E. 15th
400-18" Conc. Pipe 87' and Catch Basin (In Place)
N.E. 15th AVE. APPROACH
Graveled 30' Wide
Install 8" Sewer Pipe 40'
Top of Proposed Pav't at ℄
Original Ground Line
Top Soil Strip. Exc. 24
T.H. 3 W. Mi.
28
30
31
32
33
34
35
36
SURVEY
NOTE BOOK
NO.
PLOTTED
TEMPLATE
AREAS
AREAS CHECKED

3V-6-2

LOMBARD ST.-KILLINGSWORTH ST. SEC. LOMBARD HIGHWAY MULTNOMAH COUNTY				SHEET No 6
FED. ROAD DIST No	STATE	PROJECT NUMBER	FISCAL YEAR	TOTAL SHEETS
1	OREGON	201-B(1)		See Index



W. Line W.M. Payne D.L.C.
Hwy. R/W Line
Exist'g Graded Hwy
R.W.
37
38
39
40
41
42
43
44
Graded
N.E. 18th AVE.
N.E. BUFFALO ST.
(Unimproved)
Road App. Rt.
Graded 20' wide
-0.601
Pav't. at ℄
Emb. 24
To be placed along cut bank
Emb. 6

INDEX SHEETS		
SHEET NO.	DESCRIPTION	STA. TO STA.
1	*Title Sheet*	
2	*Summary*	
2A	*Typical Section*	
2B	*Joint Layout & Reinf. Plan*	
2C	*Detail of Recesses for Curb Markers*	
3-18	*Plan & Profile*	

DRG. No.	
2090	*Standard Structures*
2041	" *Guard Fence*
2048	" *Portland Cement Conc. Pavement*

STATE O
STATE HIGHWA

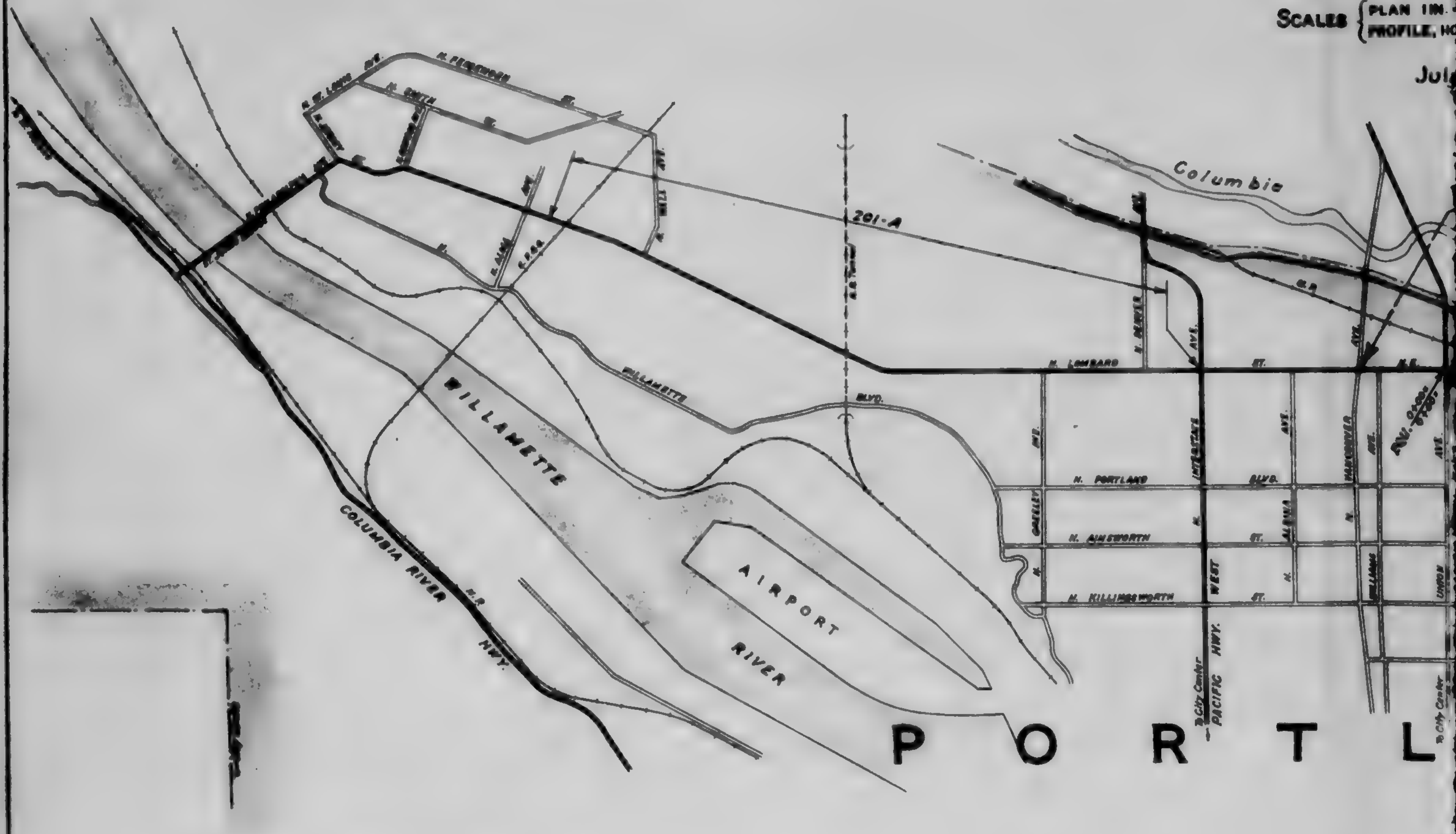
PLAN AND PROF
STATE

FEDERAL A

LOMBARD-KILLI
LOMBAR
MULTNOM

SCALES {PLAN 1IN.
PROFILE, HO

July


N.W. LOMBARD
N. FESSENDEN ST.
N.W. LOMBARD ST.
N. SMITH
201-A
Columbia
N. LOMBARD ST.
N. DENVER
AVE.
WILLAMETTE BLVD.
WILLAMETTE RIVER
N. PORTLAND BLVD.
N. AINSWORTH ST.
N. KILLINGSWORTH ST.
INTERSTATE AVE.
GREELEY AVE.
ALBINA AVE.
VANCOUVER AVE.
WILLIAMS
UNION AVE.
COLUMBIA RIVER HWY.
AIRPORT
To City Center
WEST PACIFIC HWY.
To City Center
P O R T L

CONVENTIONAL SIGNS

STATE LINE
COUNTY LINE
CITY VILLAGE OR BOROUGH
TOWNSHIP LINE
SECTION LINE
DONATION LAND CLAIM LINE
FENCE LINE
GUARD RAIL
UNFENCED PROPERTY
RIGHT-OF-WAY LINE
EXISTING ROADS
TRAILS

BASE OR SURVEY LINE
RAILROADS
RETAINING WALL
CULVERTS
DROP INLET
TROLLEY POLE
POWER POLE
TELEPHONE OR TELEGRAPH POLES
MARSH
IRRIGATION DITCHES
BRIDGES

Sketch
Scale

3V-6-2

Lombard-Killingsworth Sec. Lombard Highway Multnomah County				Sheet No.
				1
Fed. Road Dist. No.	State	Project Number	Fiscal Year	Total Sheets
1	Oregon	201-B(1)		See Index

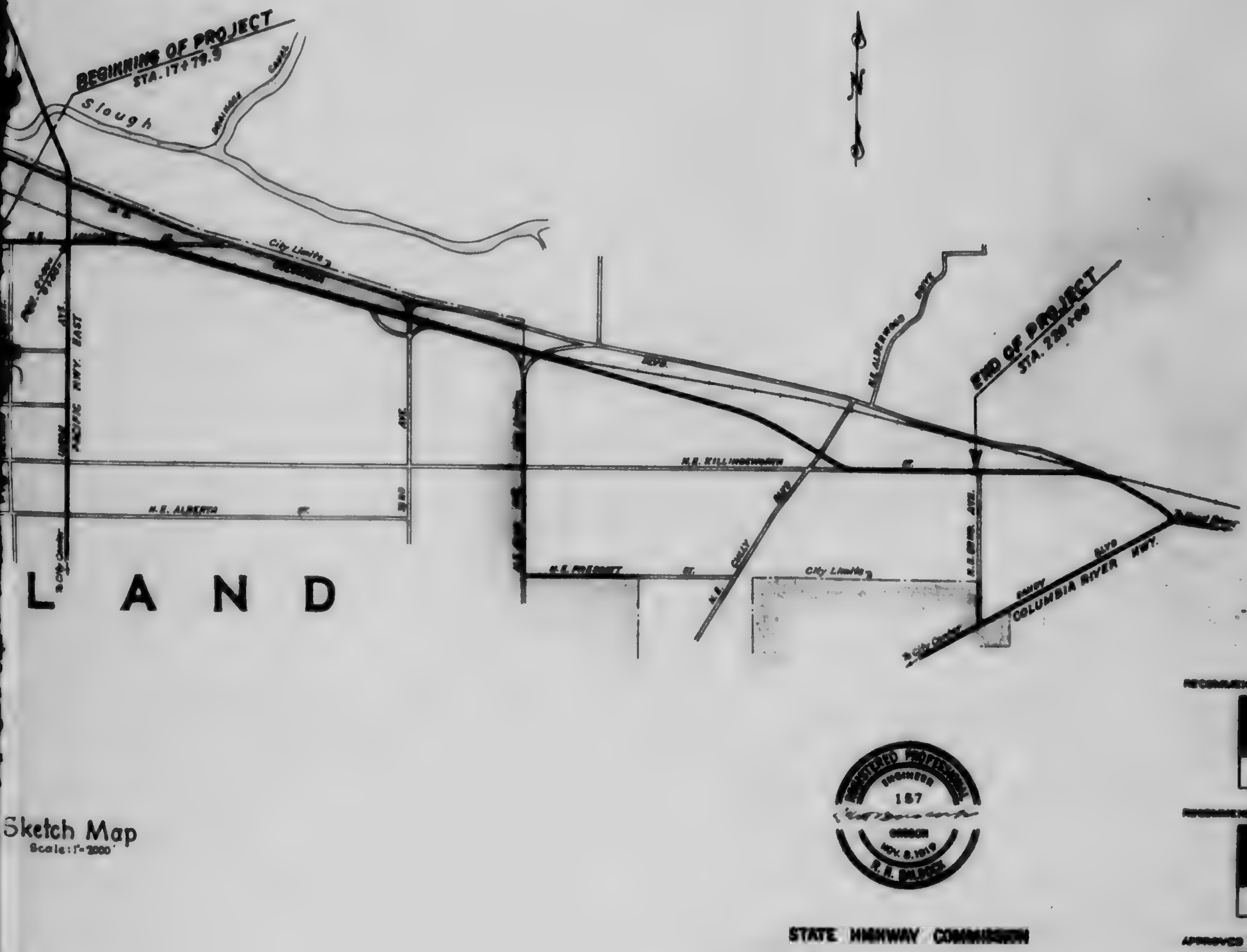
E OF OREGON
HWAY DEPARTMENT

OFILE OF PROPOSED
E HIGHWAY
DERAL AID PROJECT

LLINGSWORTH SECTION
BARD HIGHWAY
LTNOMAH COUNTY

PLAN 1 IN. = 100 FT.
PROFILE, HORIZ. 1 IN. = 100 FT., VERT. 1 IN. = 10 FT.

July, 1940



BEGINNING OF PROJECT
STA. 17+79.5
Slough
City Limits
PACIFIC HWY. EAST
N.E. KILLINGSWORTH
N.E. ALBERTA
ST.
AVE.
N.E. PRESCOTT
City Limits
N.E. CULLY
END OF PROJECT
STA. 228+00
SANDY BLVD
COLUMBIA RIVER HWY.
To City Center
N
L A N D

Sketch Map
Scale: 1" = 2000'

STATE HIGHWAY ENGINEER

157
May 8, 1919
R. H. BALDOCK

STATE HIGHWAY COMMISSION

HENRY F. CABELL, Chairman
HURON W. CLOUGH, Commissioner
HERMAN OLIVER, Commissioner

RECOMMENDED FOR APPROVAL

[redacted]

DISTRICT ENGINEER
PUBLIC ROADS ADMINISTRATION
FEDERAL WORKS AGENCY

RECOMMENDED FOR APPROVAL

[redacted]

PUBLIC ROADS ADMINISTRATION
FEDERAL WORKS AGENCY

APPROVED

[redacted]

COMMISSIONER
PUBLIC ROADS ADMINISTRATION
FEDERAL WORKS AGENCY

SUMMARY

Total length of project 4.503 Mi.

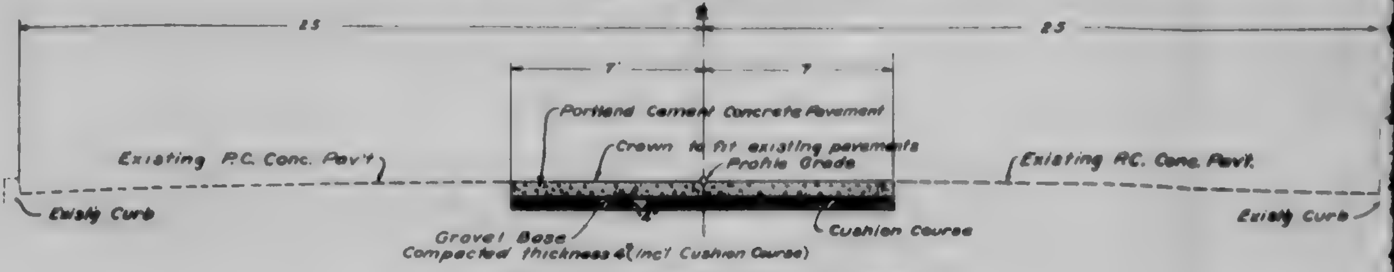
ITEM	UNIT	NET QUANTITY	ALLOWANCE	TOTAL	SEGREGATION OF QUANTITIES					
					INSIDE OF CITY				OUTSIDE OF CITY	
					14' PAV'T	30' PAV'T	48' PAV'T	24' PAV'T	48' PAV'T	24' PAV'T
					STA.17+79.9(W) TO STA.0+00(W)	STA.0+00(E) TO STA.14+59.8	STA.14+59.8 TO STA.23+00	STA.23+00 TO STA.108+06	STA.183+50 TO STA.196+35	STA.108+06 TO STA.183+50 STA.196+35 TO STA.220+00
Clearing & Grubbing	All	All		All	All	All	All	All	All	All
Trench Excavation	Cu.Yd.	136	14	150		3	23	90	4	30
Excavation, Single Classification	" "	16,149	1851	18,000	700	1700	2,000	6,000	3,800	3,800
Truck Haul	Yd. Mi.	6,874	721	7,600	700	1700	2,000	2,700		500
Trimming Roadbed Sta.17+79.9 to 199+00	All	All		All	All	All	All	All	All	All
Finishing Roadbed Sta.199+00 to 220+00	All	All		All						All
Removal of old Pavement	Sq. Yd.	390	10	400			270	130		
" " *Sidewalks*	" "	710	90	800		50	250	500		
" " *Curbs*	Lin. Ft.	1,165	135	1,300		80	380	840		
Slope Paving	Sq. Yd.	165	15	180				180		
Removal of Catch Inlets	One	4		4		1	1	2		
Adjusting Manholes	"	2		2				2		
" *Catch Inlets*	"		2	2				2		
8" Sewer Pipe	Lin. Ft.	371	29	400		16	134	250		
12" Conc. Pipe	" "	316	34	350					70	280
18" " "	" "	156	24	180				90		90
Salvaging Culvert Pipe	" "	106	4	110				110		
Pavement Cutting	" "	54	6	60				60		
Conc. Catch Basins	One	14	2	16		1	3	12		
Conc. Curbs	Cu. Yd.	254	16	270		3	58	135	62	12
Extra for White Conc. in Curbs	Lin. Ft.	2,380	120	2,500			750		1,750	
Conc. in Traffic Separators & Island Nosings	Cu. Yd.	43	2	45			9	35	1	
Extra for White Conc. in Separators & Nosings	" "	14		14			3.6	10	0.4	
6" Reinforced Conc. Safety Island	Sq. Yd.	80		80			80			
¾"x6" Dowel Pins	One	80		80			80			
Constructing Recesses for Curb Markers	All	All		All			All		All	
¾" Electrical Conduit	Lin. Ft.	480	20	500			400		100	
Conc. Sidewalks	Sq. Yd.	1,990	110	2,100		50	400	350	1,300	
Cable Guard Fence	Lin. Ft.	690	60	750						750
3"-0" Gravel in Base	Cu. Yd.	21,000	2,000	23,000	350	650	1,200	9,000	1,800	10,000
¾"-0" Material in Leveling Course & Shoulders	" "	4,700	500	5,200		50	220	2,100	330	2,500
¼"-0" " " *Cushion Course*	" "	900	100	1,000	40	70	70	330	100	390
Filler	" "	900	100	1,000	20	30	60	360	90	440
Hauling Filler	Yd. Mi.	1,300	200	1,500	30	50	90	550	130	650
7" Portland Cement Conc. Pavement	Sq. Yd.	60,820	380	61,200	2,500	4,900	4,000	19,800	6,700	23,300
8" " " " "	" "	6,430	70	6,500			300	3,000		3,200
½" Expansion Joints	Lin. Ft.	1,100	100	1,200	880		70	70	180	
¾" " "	" "	3,300	200	3,500		500	350	1,200	550	900
Special Dowel and Joint Filler Holders	" "	216	4	220				220		
Contraction Joints	" "	35,100	900	36,000	900	2,500	2,100	15,000	3,500	12,000
¾"x24" Dowel Bars	One	8,200	300	8,500	900	500	350	2,600	3,250	900
Tie Bars and Reinforcement	Lb.	17,800	1,200	19,000			1,000	7,200	2,000	8,800
Wire Fabric "	Sq. Yd.	6,420	80	6,500			260	6,240		
Class "A" Asphaltic Concrete	Ton	320	30	350			40		310	
Cutback Asphalt Wearing Surface	"	90	10	100			10		90	
Mineral Aggregate in Place	Cu. Yd.	620	80	700			40	540		120
Asphalt in Place	Ton	43	3	46			3	35		8
Heavy Tar in Place	"	53	3	56			3	43		10

34-6-2

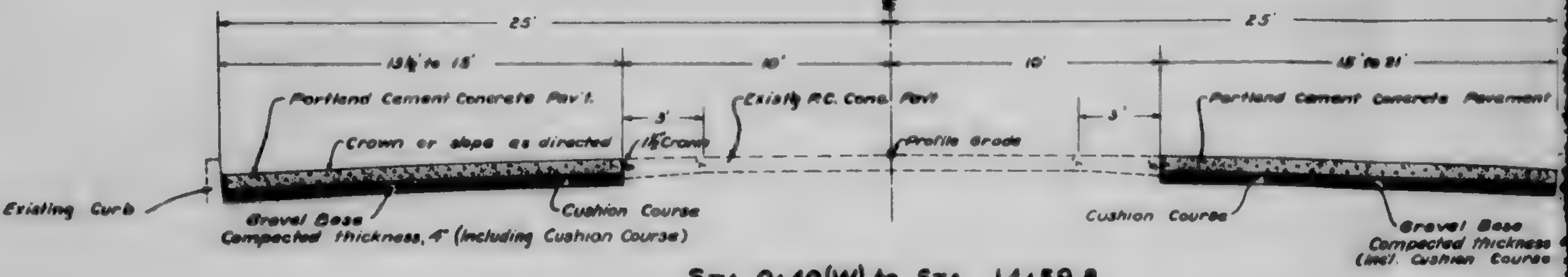
LOMBARD ST.-KILLINGSWORTH ST. SEC. LOMBARD HIGHWAY MULTNOMAH COUNTY				SHEET No. 2
FED. ROAD DIST. No.	STATE	PROJECT NUMBER	FISCAL YEAR	TOTAL SHEETS
1	OREGON	201-8(1)		See Index

YPICAL SECTIONS

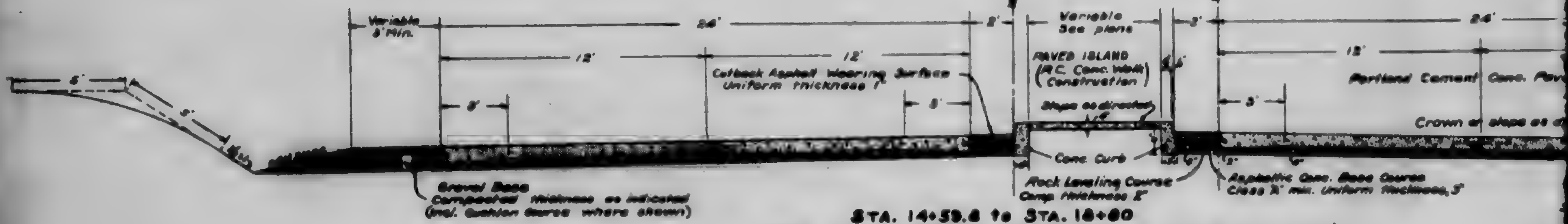
Scale: 1" = 4'


25
25
7'
7
Portland Cement Concrete Pavement
Crown to fit existing pavements
Profile Grade
Existing P.C. Conc. Pav't
Existing P.C. Conc. Pav't.
Exist'g Curb
Exist'g Curb
Gravel Base
Compacted thickness 4" (incl Cushion Course)
Cushion Course

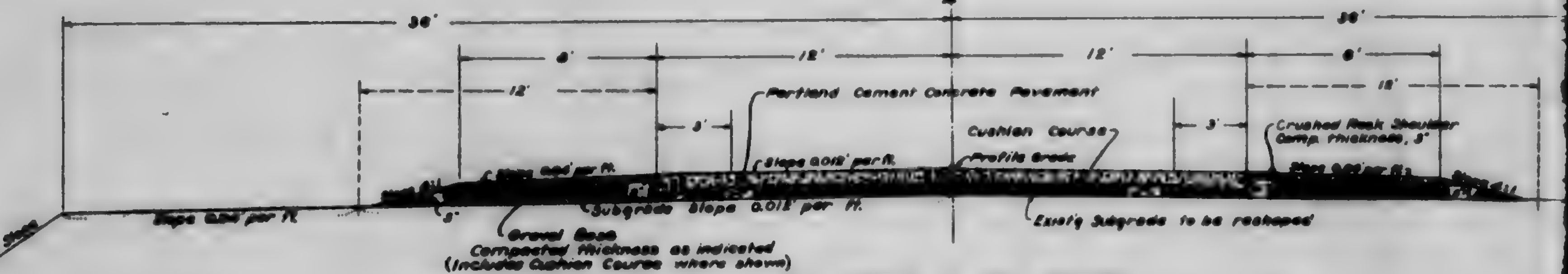
STA. 17+79.9(W) to STA. 0+40(W)
(N. Vancouver Ave. to N.E. Union Ave)


25'
25'
13½' to 15'
10'
10'
15' to 21'
Portland Cement Concrete Pav't.
3'
Crown or slope as directed
1½" Crown
Exist'g P.C. Conc. Pav't
Profile Grade
3'
Portland Cement Concrete Pavement
Existing Curb
Gravel Base
Compacted thickness, 4" (including Cushion Course)
Cushion Course
Cushion Course
Gravel Base
Compacted thickness
(incl. Cushion Course

STA. 0+40(W) to STA. 14+59.8


Variable
5' Min.
24'
2'
Variable
See plans
3'
24'
12'
12'
12'
6'
5'
Cutback Asphalt Wearing Surface
Uniform thickness 1"
5'
PAVED ISLAND
(P.C. Conc. Walk Construction)
Slope as directed
Portland Cement Conc. Pav
3'
Crown or slope as d
Conc. Curb
Rock Leveling Course
Comp. thickness 2"
Asphaltic Conc. Base Course
Class "A" min. Uniform thickness, 3"
Gravel Base
Compacted thickness as indicated
(incl. Cushion Course where shown)

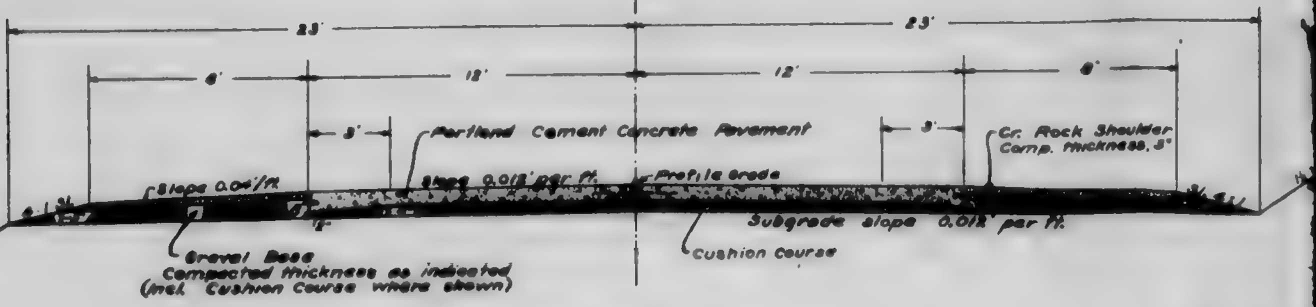
STA. 14+59.8 to STA. 18+80
(Note: Transition Section Sta. 18+80 to 23+00 and Sta. 183+50 to 185+68)
STA. 185+68 to STA. 193+45
(Note: Transition Section Sta. 193+45 to 196+35)


36'
36'
6'
12'
12'
6'
12'
18'
Portland Cement Concrete Pavement
3'
3'
Cushion Course
Crushed Rock Shoulder
Comp. thickness, 3"
Slope 0.04' per ft.
Slope 0.015' per ft.
Profile Grade
Slope 0.04' per ft.
Subgrade Slope 0.015' per ft.
Exist'g Subgrade to be reshaped
Slope 0.04' per ft.
1½:1 Slope
Gravel Base
Compacted thickness as indicated
(Includes Cushion Course where shown)

STA. 23+00 to STA. 183+50

NOTE 1 : Between Sta. 23+00 and Sta. 34+00 section is same as above except pavement is 8" uniform thickness.

NOTE 2 : Between Sta. 46+00 and Sta. 58+00 section is same as above except wire fabric reinf. placed 2" below surf. of pavement.


23'
23'
6'
12'
12'
6'
3'
3'
Portland Cement Concrete Pavement
Cr. Rock Shoulder
Comp. thickness, 3"
Slope 0.04'/ft.
Slope 0.015' per ft.
Profile Grade
Subgrade slope 0.015' per ft.
Cushion Course
1½:1 SL
Gravel Base
Compacted thickness as indicated
(incl. Cushion Course where shown)

STA. 196+35 to STA. 220+00

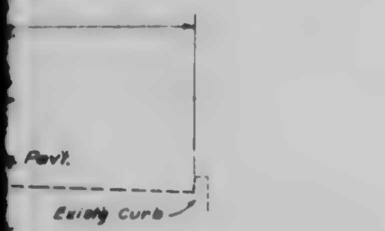
NOTE : Between Sta. 195+40 and Sta. 207+40 section is same as above except wire fabric reinf. placed 2" below surf. of pavement.

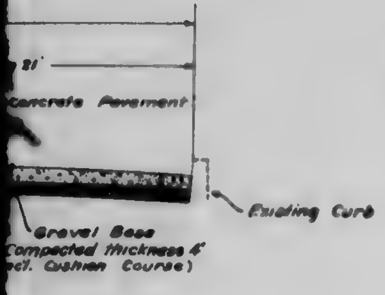
FV-L-2

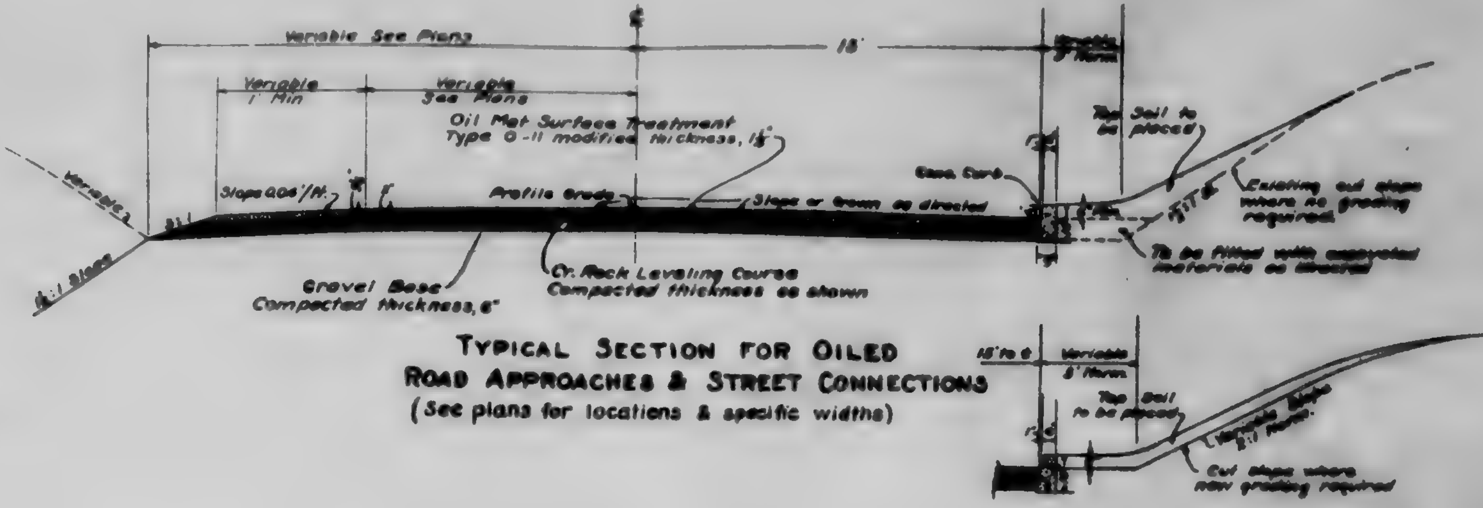
LOMBARD ST.-KILLINGSWORTH ST. SEC.
LOMBARD HIGHWAY
MULTNOMAH COUNTY

SHEET No. 2-A

FED. ROAD DIST. No.	STATE	PROJECT NUMBER	FISCAL YEAR	TOTAL SHEETS
1	OREGON	201-B(1)		See Index

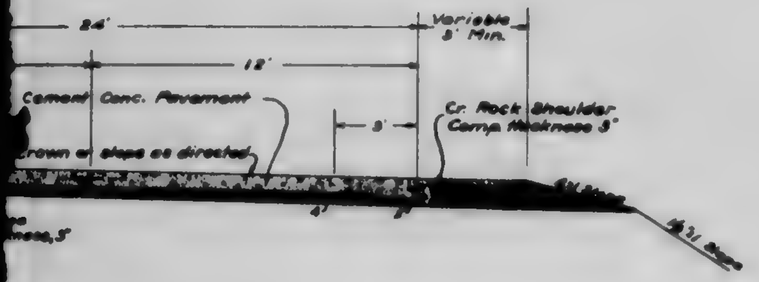

Pavt.
Existg Curb


21'
Concrete Pavement
Existing Curb
Gravel Base
Compacted thickness 4"
(Incl. Cushion Course)

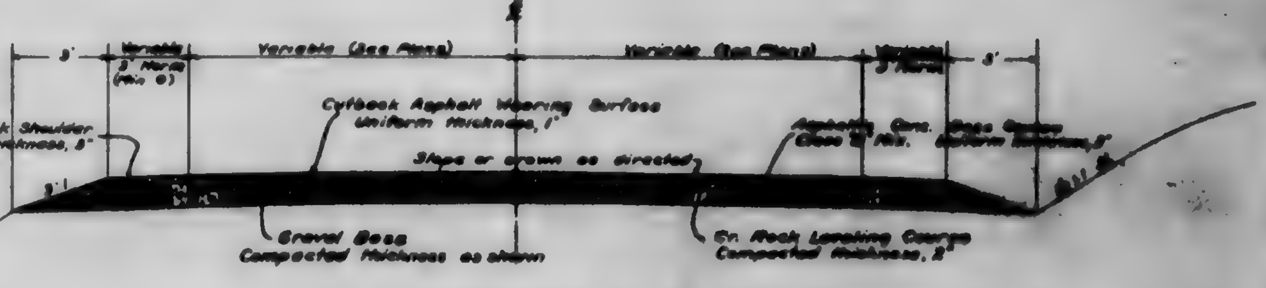

Variable See Plans
¢
18'
Variable 1' Min
Variable See Plans
Oil Mat Surface Treatment
Type O-II modified thickness, 1½"
Variable
Slope 0.04'/ft.
Profile Grade
Slope or crown as directed
Conc. Curb
3:1
1½:1 Slope
Gravel Base
Compacted thickness, 6"
Cr. Rock Leveling Course
Compacted thickness as shown
Top Soil to be placed
Existing cut slope where no grading required
To be filled with approved materials as directed
Variable
Top Soil to be placed
Variable Slope 2:1 Norm.
Cut slope where new grading required

TYPICAL SECTION FOR OILED ROAD APPROACHES & STREET CONNECTIONS

(See plans for locations & specific widths)

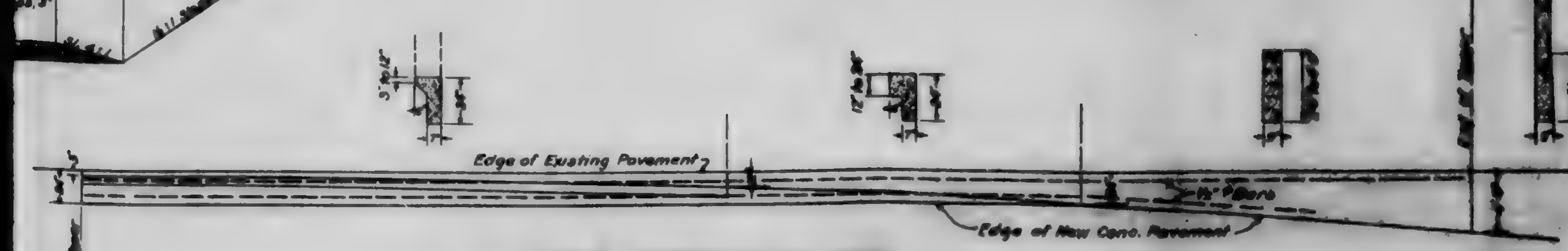

24'
Variable 5' Min.
12'
Cement Conc. Pavement
3'
Cr. Rock Shoulder
Comp. thickness 5"
Crown or slope as directed
4"
1½:1 Slope

Top Soil where shown on plans
Existing 1½:1 Sl.

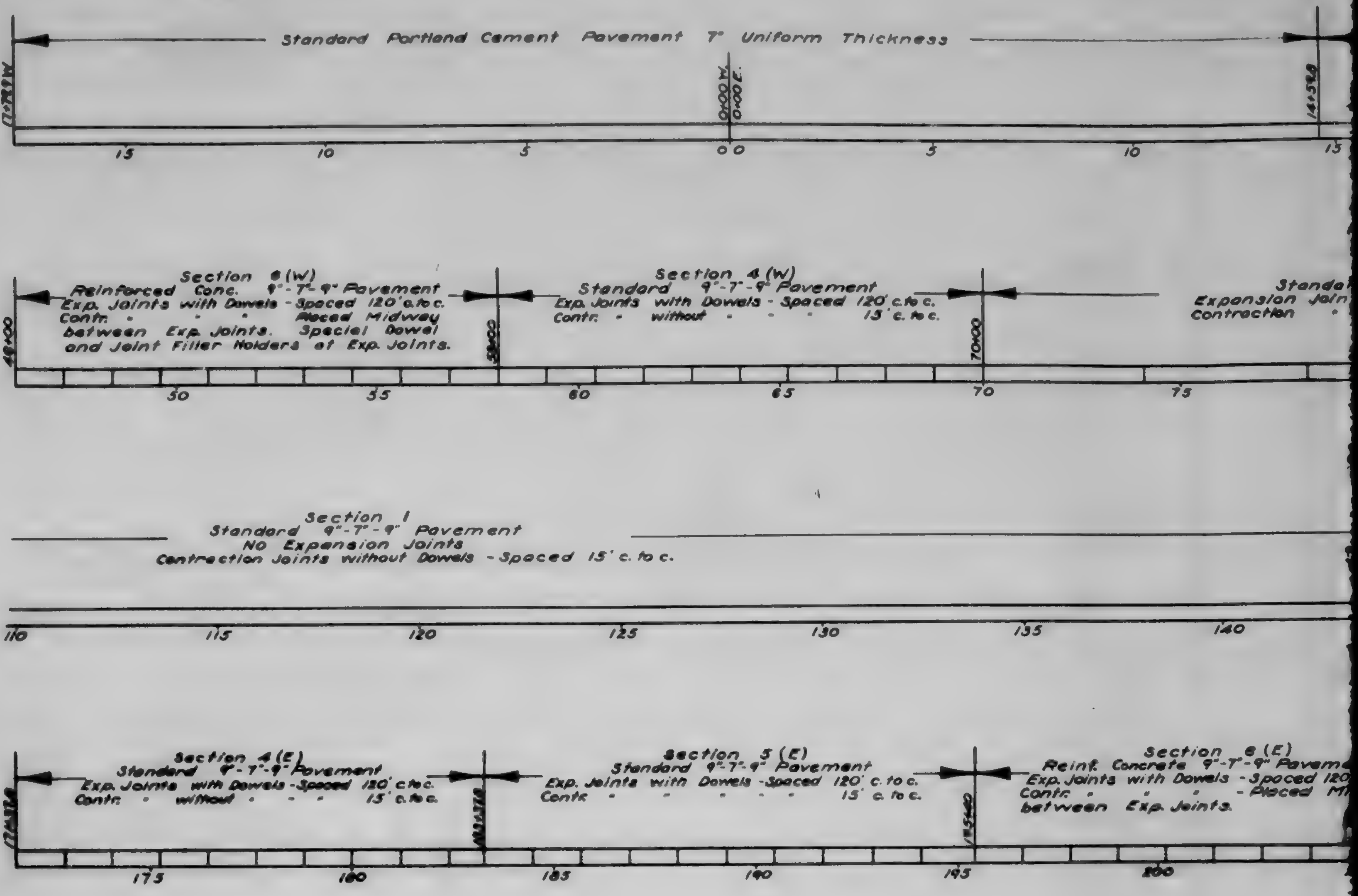

¢
3'
Variable (See Plans)
Variable (See Plans)
3'
Cr. Rock Shoulder
Comp. thickness, 5"
Cutback Asphalt Wearing Surface
Uniform thickness, 1"
Slope or crown as directed
3:1
1½:1 Sl.
Gravel Base
Compacted thickness as shown
Cr. Rock Leveling Course
Compacted thickness, 2"

N.E. KILLINGSWORTH ST. CONNECTION

5'
5'
1½:1 Slope


Edge of Existing Pavement
Edge of New Conc. Pavement
End of Taper

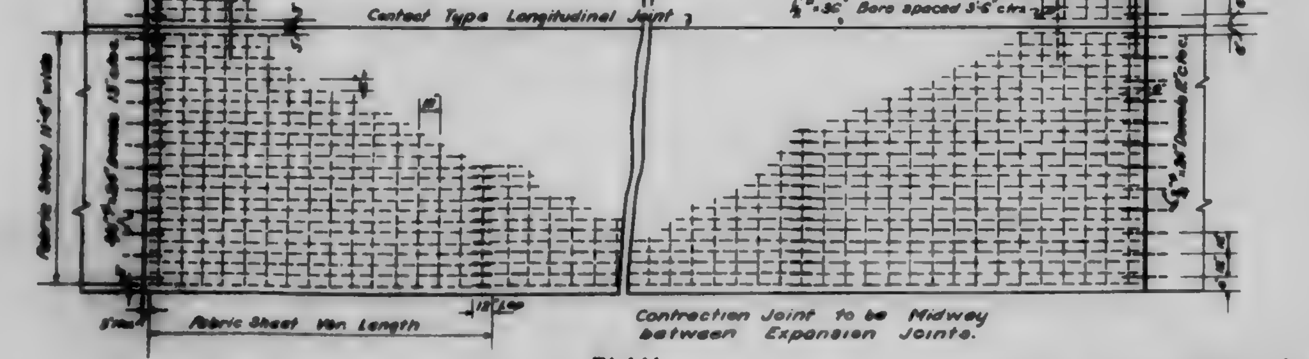
TAPER CONNECTION WITH EXISTING PAVEMENT AT N.E. LOMBARD ST.



Standard Portland Cement Pavement 7" Uniform Thickness
0+00 W.
0+00 E.
15
10
5
0 0
5
10
15
Section 6 (W)
Reinforced Conc. 9"-7"-9" Pavement
Exp. Joints with Dowels - Spaced 120' c. to c.
Contr. " " " Placed Midway between Exp. Joints. Special Dowel and Joint Filler Holders at Exp. Joints.
46+00
58+00
Section 4 (W)
Standard 9"-7"-9" Pavement
Exp. Joints with Dowels - Spaced 120' c. to c.
Contr. - without - - - 15' c. to c.
70+00
Standa
Expansion Join
Contraction "
50
55
60
65
70
75
Section 1
Standard 9"-7"-9" Pavement
No Expansion Joints
Contraction Joints without Dowels - Spaced 15' c. to c.
110
115
120
125
130
135
140
Section 4 (E)
Standard 9"-7"-9" Pavement
Exp. Joints with Dowels - Spaced 120' c. to c.
Contr. " without " " " 15' c. to c.
Section 5 (E)
Standard 9"-7"-9" Pavement
Exp. Joints with Dowels - Spaced 120' c. to c.
Contr. " " " " " 15' c. to c.
195+40
Section 6 (E)
Reinf. Concrete 9"-7"-9" Paveme
Exp. Joints with Dowels - Spaced 120
Contr. " " " - Placed Mi
between Exp. Joints.
175
180
185
190
195
200

REINFORCED CONCRETE PAVEMENT

(Reinforcement to be used only between Sta. 46+00 and 58+00
Sta. 195+40 and 207+40



Contraction Joint
Expansion Joint
Expansion Joints spaced 120' c. to c.
Welded Wire Fabric, 6" x 12" mesh placed 2" below pavement surface. No. 1 wires both ways.
Contact Type Longitudinal Joint
½" ⌀ x 30" Bars spaced 3'-6" ctrs.
Fabric Sheet 11'-4" wide
Fabric Sheet Van Length
12" Lap
¾" x 24" Dowels 15" c. to c.
Contraction Joint to be Midway between Expansion Joints.

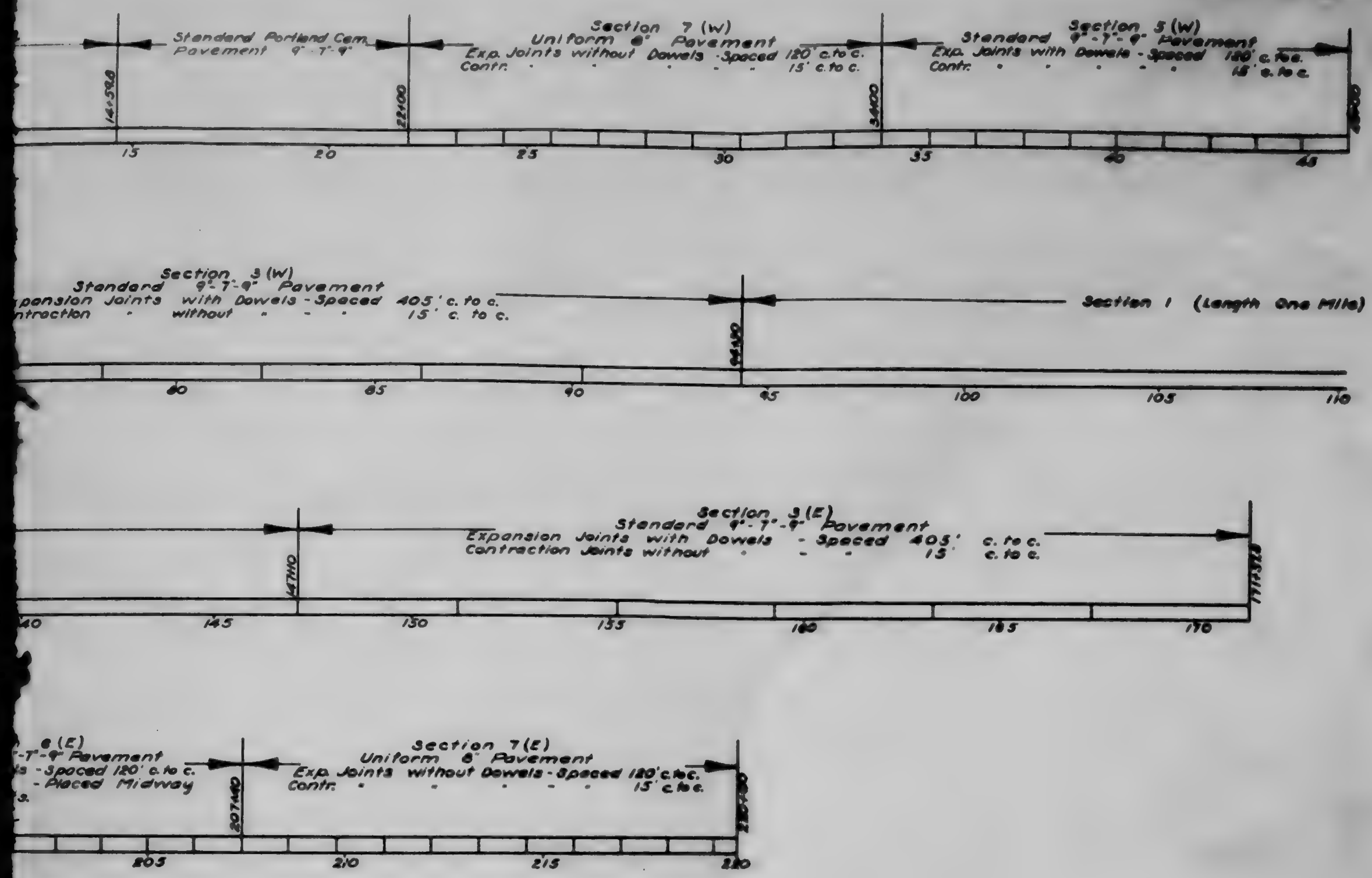
PLAN

Scale: 1" = 5'

NOTE: If Fabric Sheet of specified width is not obtainable, lap should be 12 inches.

3V·6·2

SHEET NO. 2-B
PROJECT NO. 201-B


Standard Portland Cem. Pavement 9"-7"-9"
Section 7 (W)
Uniform 8" Pavement
Exp. Joints without Dowels - Spaced 120' c. to c.
Contr. " " " " " 15' c. to c.
Section 5 (W)
Standard 9"-7"-9" Pavement
Exp. Joints with Dowels - Spaced 120' c. to c.
Contr. " " " " " 15' c. to c.
14+59.8
22+00
34+00
15
20
25
30
35
40
45
Section 3 (W)
Standard 9"-7"-9" Pavement
...pansion Joints with Dowels - Spaced 405' c. to c.
...ntraction " without " " " 15' c. to c.
Section 1 (Length One Mile)
80
85
90
95
100
105
110
Section 3 (E)
Standard 9"-7"-9" Pavement
Expansion Joints with Dowels - Spaced 405' c. to c.
Contraction Joints without " " " 15' c. to c.
147+10
140
145
150
155
160
165
170
...6 (E)
...-7"-9" Pavement
...ls - Spaced 120' c. to c.
... - Placed Midway
...s.
Section 7 (E)
Uniform 8" Pavement
Exp. Joints without Dowels - Spaced 120' c. to c.
Contr. " " " " " 15' c. to c.
207+40
205
210
215
220

NOTE: Section Nos. refer to experimental sections. (W) and (E) refer to location West or East, respectively, of Section No. 1

Expansion joints at ends of each section to be 3/4" expansion joints with dowels.

Spacing of Dowels where required at contraction joints to be 15" c. to c.

OREGON STATE HIGHWAY DEPARTMENT
JOINT LAYOUT & REINFORCEMENT PLAN
LOMBARD ST. - KILLINGSWORTH ST. SEC.
LOMBARD HIGHWAY
MULTNOMAH COUNTY

Scale as noted. JUNE, 1940

...ches.

2

RECEIVED
JAN [illegible]
FOR FILING

UNITED STATES DEPARTMENT OF AGRICULTURE
BUREAU OF PUBLIC ROADS
DISTRICT No. 1

FEDERAL WORKS AGENCY
PUBLIC ROADS ADMINISTRATION

IN YOUR REPLY PLEASE
REFER TO FILE No.

POST OFFICE BUILDING
PORTLAND, OREGON

Stencil No. 124
Oregon FAP 201-B (1)
Lombard St.-Killingsworth Ave.
in Portland

201-B-1

January 18, 1941

Mr. R. H. Baldock
State Highway Engineer
Salem, Oregon

Dear Sir:

We are forwarding herewith, for your files, an executed copy of the ______________ project agreement and certificate for the above numbered project.

Very truly yours,

W. H. LYNCH
District Engineer

By T. M. Davis
T. M. Davis
Sr. Highway Engineer

Encls.

Jwn

WA4pr-8859

Form P. R. 2

State Oregon

Federal Aid Project No. 201-B(1)

PROJECT AGREEMENT

MEMORANDUM OF AGREEMENT made this 18th day of December, 1940

by and between The Oregon State Highway Commission

, constituting

for the purpose hereof, the Highway Department of the State of Oregon hereinafter called the Highway Department, and the Federal Works Administrator, hereinafter called the Administrator, under and pursuant to the provisions of the act of Congress approved July 11, 1916 (39 Stat., 355), entitled "An Act to provide that the United States shall aid the States in the construction of rural post roads, and for other purposes," and of the act approved November 9, 1921 (42 Stat., 212), entitled "An Act to amend the Act entitled 'An Act to provide that the United States shall aid the States in the construction of rural post roads, and for other purposes,' approved July 11, 1916, as amended and supplemented, and for other purposes," and acts amendatory thereof or supplementary thereto:

Whereas the Highway Department of said State submitted on the 8th day of May, 1940, a project statement, which was approved on the 27th day of May, 1940, for the proposed construction of a project consisting of the road hereinafter described; and

Whereas the Highway Department, in accordance with the rules and regulations promulgated for the administration of the Federal Highway Act, has furnished surveys, plans, specifications, and estimates for Section B (1) of said project which were recommended for approval by the District Engineer of the Public Roads Administration on the 3d day of July 1940; and

Whereas the Administrator has certified to the Secretary of the Treasury his approval of said surveys, plans, specifications, and estimates, and the sum of ninety-five thousand, one hundred and 00/100 dollars ($95,100.00) as the share of the United States payable under said act on account of Section B (1) of said project, which does not exceed the authorized Federal pro rata share of the approved total estimated cost thereof:

Now, therefore, in consideration of the premises and of the several promises to be faithfully performed by each, as hereinafter set forth, the Highway Department and the Administrator do hereby mutually agree as follows:

16—11379

FUNDS AT THE DISPOSAL OF THE HIGHWAY DEPARTMENT

ARTICLE I. Funds for the use of the Highway Department in the construction of said project have been made available in the following manner, to wit:

(*a*) By the State Chap. 175, laws 1917; Chap. 31, laws 1920; Chap. 529, laws 1939.
(Include date and citation of act of legislature by which authorized)

(*b*) From other sources
(State how placed under direct control of Highway Department)

ROAD EMBRACED IN PROJECT

ARTICLE II. This agreement covers the following highway as described in detail in said surveys, plans, and specifications:

Between survey station 17+79.9 at N. Vancouver Ave. on N.E. Lombard Street in Portland, and survey station 220+00 at N.E. 82nd Ave. and N.E. Killingsworth Street near the east city limits of Portland, (excepting therefrom street intersections between survey stations 14+19.9 and 13+69.9; 9+62.8 and 9+13.0; 5+36.0 and 4+86.2; and 0+40 W and 0+40 E.), length 4.460 miles, in Multnomah County, being Section E (1) of Oregon Federal Aid project No. 201, consisting of 4.460 miles of roadway and no bridges, of more than 20 feet clear span.

CHARACTER AND METHOD OF CONSTRUCTION

ARTICLE III. The Highway Department will construct or cause to be constructed to final completion said project, in strict compliance with said plans and specifications, which are made a part hereof, under its direct supervision, which shall include adequate inspection throughout the course of construction, subject at all times to inspection and approval by the Administrator or his agents, and in accordance with the laws of said State, the rules and regulations of the Administrator, and the following conditions:

(*a*) It is agreed that the construction work on the project shall be performed by contract, unless the performance thereof by force account shall be approved by the Administrator or his authorized representatives. Such construction work as may be performed by force account shall be paid for on the basis of the units of work performed at the unit prices set forth in the estimate as approved by the Administrator, except that where the total actual cost is ascertained to be less than the estimate so approved the total Federal payments shall not exceed the Federal pro rata share of such total actual cost.

UNITED STATES PRO RATA SHARE OF THE COST OF SAID PROJECT

ARTICLE IV. The United States pro rata share of the value of the labor and materials which shall be actually put into the construction of Section B (1) of said project shall not in any event exceed the sum of ninety-five thousand, one hundred and 00/100 dollars ($95,100.00), certified to the Secretary of the Treasury as above mentioned, which does not exceed the authorized Federal pro rata share of one hundred fifty-five thousand, eight hundred ninety-four and 19/100 dollars ($155,894.19), the approved total estimated cost of Section B (1) of said project.

PAYMENTS

ARTICLE V. As the construction of said project progresses, the Administrator shall from time to time draw warrants on the Secretary of the Treasury for the payment to

The State Treasurer
(Official or depository)

hereby designated by the Highway Department for that purpose and authorized under the laws of said State to receive public funds of the State of Oregon (Name) of such sums as shall not, together with previous payments, exceed the United States pro rata share, as above specified, of the value, as determined by the Administrator after inspection and approval, of the labor and materials which have actually been put into said construction work in compliance with the requirements of Article III hereof.

The Administrator reserves the right to withhold such sum as he may deem necessary to insure completion of construction in compliance with said plans and specifications.

MAINTENANCE OF PROJECT

ARTICLE VI. The Highway Department will maintain said project in compliance with said acts of July 11, 1916, and November 9, 1921, out of funds which have been or will be made available therefor by said State in the manner herein set forth, to wit: (Include reference to statute authorizing

Chap. 529, laws 1939.
funds and probable amount annually available)

The Highway Department will use every means within its power to insure proper and permanent maintenance of said project, and to that end will provide for the constant making of needed repairs to preserve a smooth-surfaced highway.

GPO 10—11379

Showing of authority of the Highway Department to execute agreements will be found in the agreement for project No. **112.**

In witness whereof the parties have hereunto affixed their signatures, the Highway Department on the day and year first above written and the Administrator on the ____________ day of

JAN 4 1941

____________, 19____

OREGON STATE HIGHWAY COMMISSION
(Official title of Highway Department)

By Henry F. Cabell

Chairman, State Highway Commission
(Title of officer)

By

Member, State Highway Commission
(Title of officer)

By ____________

Member, State Highway Commission
(Title of officer)

By ____________

____
(Title of officer)

By ____________

____
(Title of officer)

FEDERAL WORKS ADMINISTRATOR,

By H.J. O'Leary
Acting Commissioner of Public Roads.

U. S. GOVERNMENT PRINTING OFFICE 10—11379

Form PR. 3—Revised

FEDERAL WORKS AGENCY
PUBLIC ROADS ADMINISTRATION

CERTIFICATE OF APPROVAL OF PLANS, SPECIFICATIONS, AND ESTIMATES

(Under "An Act to provide that the United States shall aid the States in the construction of rural roads, and for other purposes," approved July 11, 1916, and acts amendatory thereof and supplementary thereto.)

To

The Secretary of the Treasury, and

The State Highway Department of the State of Oregon

Pursuant to the acts above cited, I hereby certify—

First. That in accordance with the provisions of said acts, I have approved the plans, specifications, and estimates submitted by the State Highway Department of the State of Oregon for the construction of a highway designated in the records of this Agency as Federal Aid Project No. 201-B(1) State of Oregon

Second. That in accordance with said provisions I have approved the sum of $ 155,894.19 as the total estimated cost of said project, and the sum of $ 95,100.00 as the share of the United States, payable under said acts on account of such project, which does not exceed the authorized Federal pro rata share of said total estimated cost.

Done at the city of Washington, this ______ day of JAN 4 1941

one thousand nine hundred and ______

Federal Works Administrator,

By ______
Acting Commissioner of Public Roads.

U. S. GOVERNMENT PRINTING OFFICE 16—10189

RECEIVED
JAN 8 1941
FOR FILING

201-E-1

January 3rd, 1941

Mr. W. H. Lynch
District Engineer
Public Roads Administration
P. O. Box 3900
Portland, Oregon

Dear Sir:

Reference is made to your letter of December 23rd, 1940, regarding the possibility of placing an island between Stations 188+40 and 189+50 on the access road at 42nd Street, on Oregon Federal Aid Project 201-E (1), Lombard Street-Killingsworth Section.

Some thought was given to the efficiency of an island at this place during the designing of the project, but it was eventually discarded as being ineffective. However, there is no objection to its installation and might prove more effective than we had thought.

Your suggestion that islands which face a two-way road be placed to the left of the centerline for approaching traffic, will be given consideration in future plans.

Very truly yours,

R. H. BALDOCK
CHIEF ENGINEER

R

FEDERAL WORKS AGENCY
PUBLIC ROADS ADMINISTRATION
DISTRICT ONE

MONTANA
OREGON
WASHINGTON

POST OFFICE BUILDING
PORTLAND, OREGON

December 23, 1940

Mr. R. H. Baldock
State Highway Engineer
Salem, Oregon

Dear Sir:

Reference is made to the P.S. & E. for Oregon Federal Aid Project 201-B (1), the Lombard Street-Killingsworth Section.

It has been suggested that consideration be given to the possibility of placing an island between about Stations 108+40 and 109+50 on the access road to discourage northbound traffic desiring to turn west from turning into the opposing single 15-foot lane.

The islands on this project have been well designed and are very satisfactory. It is believed, though, that in designs of this character they might be further improved by placing the end of an island which faces a two-way road to the left of the center line for approaching traffic.

Very truly yours,

W H Lynch

W. H. LYNCH
District Engineer

REFERRED TO
H. G Smith
By Asst. Chief Engineer

I would like to look over the Map with you.

FEDERAL WORKS AGENCY
PUBLIC ROADS ADMINISTRATION

UNITED STATES DEPARTMENT OF AGRICULTURE
BUREAU OF PUBLIC ROADS
DISTRICT No. 1

POST OFFICE BUILDING
PORTLAND, OREGON

(Stencil #28)

IN YOUR REPLY PLEASE
REFER TO FILE No. Oregon FAP 201-B (1)
Lombard St.-Killingsworth St. Sec.
Lombard Highway

December 6, 1940

Mr. R. H. Baldock
State Highway Engineer
Salem, Oregon

Dear Sir:

We are forwarding herewith two copies of proposed project agreement for signature and return to this office.

Enclosed is an approved copy of the detail estimate, upon which the agreement was based, together with approved copy of specifications.

Very truly yours,

W. H. LYNCH
District Engineer

By LCaufield
L. J. Caufield
Sr. Highway Engineer

RECEIVED
NOV 23 1940
FOR FILING

201-B-1

November 2, 1940

Mr. W. H. Lynch
District Engineer
Public Roads Administration
P. O. Box 5900
Portland, Oregon

Dear Sir:

Herewith are enclosed seven copies of estimate as basis for project agreement for the Lombard St.-Killingsworth St. Section, Project No. FA 201-B (1).

Very truly yours,

R. H. BALDOCK
Chief Engineer

By

S. H. Probert
Office Engineer

Dict. by J. W. Nash/ER

Encl.

Oregon State Highway Department   Federal Aid Project No. 201-B (1)

LOMBARD ST.-KILLINGSWORTH ST. SECTION
OF THE LOMBARD HIGHWAY IN MULTNOMAH COUNTY

(Estimate as basis for project agreement. Based on low bid prices.)

Salem, Oregon, September 30, 1940

INSIDE CITY OF PORTLAND

(Sta. 17+79.9 to 0+00 = 0.00) (14' Pavement)

All Required		Clearing and Grubbing		$ 51.00
700	cu. yds.	Excavation, Single Classif.	$ .20	140.00
700	yd. mi.	Truck Haul	.10	70.00
All Required		Trimming Roadbed (Sta. 17+79.9 to 199+00) (8%)		100.00
350	cu. yds.	3" - 0" Gravel in Base	.78	273.00
40	cu. yds.	½" - 0" Material in Cushion Course	1.50	60.00
20	cu. yds.	Filler	.20	4.00
30	yd. mi.	Hauling Filler	.10	3.00
2,500	sq. yds.	7" Portland Concrete Pavement	1.20	3,000.00
880	lin. ft.	¾" Expansion Joints	.15	132.00
900	lin. ft.	Contraction Joints	.02	18.00
900	only	3/4" x 24" Dowel Bars	.15	135.00
		Subtotal		$ 3,986.00
		10% Engr. & Cont.		398.60
		Total		$ 4,384.60

Length 0.301 mile
Cost per mile $ 14,566.77

(Sta. 0+00 = 0+00 to 14+59.8) (30' Pavement)

All Required		Clearing and Grubbing		$ 45.00
3	cu. yds.	Trench Excavation	$ .75	2.25
1,700	cu. yds.	Excavation, Single Classif.	.20	340.00
1,700	yd. mi.	Truck Haul	.10	170.00
All Required		Trimming Roadbed (Sta. 17+79.9 to 199+00) (7%)		87.50
50	sq. yds.	Removal of Sidewalks	.25	12.50
80	lin. ft.	Removal of Curbs	.10	8.00
1	only	Removal of Catch Inlets	5.00	5.00
16	lin. ft.	8" Sewer Pipe	.60	9.60

1	only	Concrete Catch Basins	$ 25.00	$ 25.00
3	cu. yds.	Concrete Curbs	19.00	57.00
50	sq. yds.	Concrete Sidewalks	1.75	87.50
650	cu. yds.	3" - 0" Gravel in Base	.78	507.00
50	cu. yds.	3/4" - 0" Material in Leveling Course and Shoulders	1.40	70.00
70	cu. yds.	½" - 0" Material in Cushion Course	1.50	105.00
30	cu. yds.	Filler	.20	6.00
50	yd. mi.	Hauling Filler	.10	5.00
4,900	sq. yds.	7" Portland Cement Concrete Pavement	1.20	5,880.00
500	lin. ft.	3/4" Expansion Joints	.20	100.00
2,500	lin. ft.	Contraction Joints	.02	50.00
500	only	3/4" x 24" Dowel Bars	.15	75.00
			Subtotal	$ 7,647.35
			10% Engr. & Cont.	764.73
			Total	$ 8,412.08
		Length	0.269 mile	
		Cost per mile	$ 31,271.67	

(Sta. 14+59.8 to 23+00) (48' Pavement)

All Required		Clearing and Grubbing		$ 27.00
23	cu. yds.	Trench Excavation	$ .75	17.25
2,000	cu. yds.	Excavation, Single Classif.	.20	400.00
2,000	yd. mi.	Truck Haul	.10	200.00
All Required		Trimming Roadbed (Sta. 17+79.9 to 199+00) (4%)		50.00
270	sq. yds.	Removal of Old Pavement	.50	135.00
250	sq. yds.	Removal of Sidewalks	.25	62.50
300	lin. ft.	Removal of Curbs	.10	30.00
1	only	Removal of Catch Inlets	5.00	5.00
134	lin. ft.	8" Sewer Pipe	.60	80.40
3	only	Concrete Catch Basins	25.00	75.00
58	cu. yds.	Concrete Curbs	19.00	1,102.00
750	lin. ft.	Extra for White Concrete in Curbs	.20	150.00
9	cu. yds.	Concrete in Traffic Separators and Island Nosings	25.00	225.00
3.6	cu. yds.	Extra for White Concrete in Separators and Nosings	15.00	54.00
80	sq. yds.	6" Reinforced Concrete Safety Island	3.00	240.00
80	only	3/4" x 6" Dowel Pins	.10	8.00
All Required		Constructing Recesses for Curb Markers (50%)		75.00
400	lin. ft.	3/4" Electrical Conduit	.30	120.00

400	sq. yds.	Concrete Sidewalks	$ 1.75	$ 700.00
1,200	cu. yds.	3" - 0" Gravel in Base	.78	936.00
220	cu. yds.	3/4" - 0" Materials in Leveling Course and Shoulders	1.40	308.00
70	cu. yds.	½" - 0" Materials in Cushion Course	1.50	105.00
60	cu. yds.	Filler	.20	12.00
90	yd. mi.	Hauling Filler	.10	9.00
4,000	sq. yds.	7" Portland Cement Concrete Pavement	1.20	4,800.00
300	sq. yds.	8" Portland Cement Concrete Pavement	1.30	390.00
70	lin. ft.	½" Expansion Joints	.15	10.50
350	lin. ft.	3/4" Expansion Joints	.20	70.00
2,100	lin. ft.	Contraction Joints	.02	42.00
350	only	3/4" x 24" Dowel Bars	.15	52.50
1,000	lbs.	Tie Bars and Reinforcement	.06	60.00
260	sq. yds.	Wire Fabric Reinforcement	.35	91.00
40	tons	Class "A" Asphaltic Concrete	5.00	200.00
10	tons	Cutback Asphalt Wearing Surface	5.50	55.00
40	cu. yds.	Mineral Aggregate in Place	3.00	120.00
3	tons	Asphalt in Place	20.00	60.00
			Subtotal	$ 11,085.15
			10% Engr. & Cont.	1,108.51
			Total	$ 12,193.66
		Length	0.159 mile	
		Cost per mile	$ 76,689.68	

(Sta. 23+00 to 108+06) (24' Pavement)

All Required		Clearing and Grubbing		$ 971.00
90	cu. yds.	Trench Excavation	$ .75	67.50
6,000	cu. yds.	Excavation, Single Classif.	.20	1,200.00
2,700	yd. mi.	Truck Haul	.10	270.00
All Required		Trimming Roadbed (Sta. 17+79.5 to 199+00) (39%)		487.50
130	sq. yds.	Removal of Old Pavement	.50	65.00
500	sq. yds.	Removal of Sidewalks	.25	125.00
840	lin. ft.	Removal of Curbs	.10	84.00
180	sq. yds.	Slope Paving	.75	135.00
2	only	Removal of Catch Inlets	5.00	10.00
2	only	Adjusting Manholes	25.00	50.00
2	only	Adjusting Catch Inlets	10.00	20.00
250	lin. ft.	8" Sewer Pipe	.60	150.00
90	lin. ft.	18" Concrete Pipe	2.20	198.00
110	lin. ft.	Salvaging Culvert Pipe	.50	55.00
60	lin. ft.	Pavement Cutting	.25	15.00

12	only	Concrete Catch Basins	$ 25.00	$ 300.00
135	cu. yds.	Concrete Curbs	19.00	2,565.00
35	cu. yds.	Concrete in Traffic Separators and Island Nosings	25.00	875.00
10	cu. yds.	Extra for White Cement in Separators and Nosings	15.00	150.00
350	sq. yds.	Concrete Sidewalks	1.75	612.50
9,000	cu. yds.	3" - 0" Gravel in Base	.78	7,020.00
2,100	cu. yds.	3/4" - 0" Material in Leveling Course and Shoulders	1.40	2,940.00
330	cu. yds.	½" - 0" Material in Cushion Course	1.50	495.00
360	cu. yds.	Filler	.20	72.00
550	yd. mi.	Hauling Filler	.10	55.00
19,800	sq. yds.	7" Portland Cement Concrete Pavement	1.20	23,760.00
3,000	sq. yds.	8" Portland Cement Concrete Pavement	1.30	3,900.00
70	lin. ft.	½" Expansion Joints	.15	10.50
1,200	lin. ft.	3/4" Expansion Joints	.20	240.00
220	lin. ft.	Special Dowel and Joint Filler Holders	.15	33.00
15,000	lin. ft.	Contraction Joints	.02	300.00
2,600	only	3/4" x 24" Dowel Bars	.15	390.00
7,200	lbs.	Tie Bars and Reinforcement	.06	432.00
6,240	sq. yds.	Wire Fabric Reinforcement	.35	2,184.00
540	cu. yds.	Mineral Aggregate in Place	3.00	1,620.00
35	tons	Asphalt in Place	20.00	700.00
			Subtotal	$ 51,857.00
			10% Engr. & Cont.	5,185.70
			Total	$ 57,042.70
		Length	1.611 miles	
		Cost per mile	$ 35,408.25	

OUTSIDE OF CITY

(Sta. 183+50 to 196+35) (48' Pavement)

All Required		Clearing and Grubbing		$ 41.00
4	cu. yds.	Trench Excavation	$ .75	3.00
3,800	cu. yds.	Excavation, Single Classif.	.20	760.00
All Required		Trimming Roadbed (Sta. 17+79.9 to 199+00) (6%)		75.00
70	lin. ft.	12" Concrete Pipe	1.10	77.00

62	cu. yds.	Concrete Curbs	$ 19.00	$ 1,178.00
1,750	lin. ft.	Extra for White Concrete in Curbs	.20	350.00
1	cu. yd.	Concrete in Traffic Separators and Island Nosings	25.00	25.00
0.4	cu. yd.	Extra for White Concrete in Separators and Nosings	15.00	6.00
All Required		Constructing Recesses for Curb Markers (50¢)		75.00
100	lin. ft.	3/4" Electrical Conduit	.30	30.00
1,300	sq. yds.	Concrete Sidewalks	1.75	2,275.00
1,800	cu. yds.	3" - 0" Gravel in Base	.78	1,404.00
330	cu. yds.	3/4" - 0" Material in Leveling Course and Shoulders	1.40	462.00
100	cu. yds.	½" - 0" Material in Cushion Course	1.50	150.00
90	cu. yds.	Filler	.20	18.00
130	yd. mi.	Hauling Filler	.10	13.00
6,700	sq. yds.	7" Portland Cement Concrete Pavement	1.20	8,040.00
180	lin. ft.	½" Expansion Joints	.15	27.00
550	lin. ft.	3/4" Expansion Joints	.20	110.00
3,500	lin. ft.	Contraction Joints	.02	70.00
3,250	only	3/4" x 24" Dowel Bars	.15	487.50
2,000	lbs.	Tie Bars and Reinforcement	.06	120.00
310	tons	Class "A" Asphaltic Concrete	5.00	1,550.00
90	tons	Cutback Asphalt Wearing Surface	5.50	495.00
			Subtotal	$ 17,841.50
			10% Engr. & Cont.	1,784.15
			Total	$ 19,625.65

Length 0.243 mile
Cost per mile $ 80,763.99

(Sta. 108+06 to 183+50) (Sta. 196+35 to 220+00) (24' Pavement)

All Required		Clearing and Grubbing		$ 315.00
30	cu. yds.	Trench Excavation	.75	22.50
3,800	cu. yds.	Excavation, Single Classif.	.20	760.00
500	yd. mi.	Truck Haul	.10	50.00
All Required		Trimming Roadbed (Sta. 17+79.9 to 199+00) (36%)		450.00
All Required		Finishing Roadbed (Sta. 199+00 to 220+00)		350.00
280	lin. ft.	12" Concrete Pipe	1.10	308.00
90	lin. ft.	18" Concrete Pipe	2.20	198.00
12	cu. yds.	Concrete Curbs	19.00	228.00
750	lin. ft.	Cable Guard Fence	1.15	862.50
10,000	cu. yds.	3" - 0" Gravel in Base	.78	7,800.00

2,500	cu. yds.	3/4" - 0" Material in Leveling Course and Shoulders	$ 1.40	$ 3,500.00
390	cu. yds.	½" - 0" Material in Cushion Course	1.50	585.00
440	cu. yds.	Filler	.20	88.00
650	yd. mi.	Hauling Filler	.10	65.00
23,300	sq. yds.	7" Portland Cement Concrete Pavement	1.20	27,960.00
3,200	sq. yds.	8" Portland Cement Concrete Pavement	1.30	4,160.00
900	lin. ft.	3/4" Expansion Joints	.20	180.00
12,000	lin. ft.	Contraction Joints	.02	240.00
900	only	3/4" x 24" Dowel Bars	.15	135.00
8,800	lbs.	Tie Bars and Reinforcement	.06	528.00
120	cu. yds.	Mineral Aggregate in Place	3.00	360.00
8	tons	Asphalt in Place	20.00	160.00
			Subtotal	$ 49,305.00
			10% Engr. & Cont.	4,930.50
			Total	$ 54,235.50

Length 1.877 miles
Cost per mile $ 28,894.77

SUMMARY OF FUNDS REQUESTED

Item	Total Cost	Federal Aid Funds	State Funds
Inside City of Portland			
14' Pavement	$ 4,384.60	$ 2,675.00	$ 1,709.60
30' Pavement	8,412.08	5,132.00	3,280.08
48' Pavement	12,193.66	7,438.00	4,755.66
24' Pavement	57,042.70	34,798.00	22,244.70
Outside City			
48' Pavement	19,625.65	11,972.00	7,653.65
24' Pavement	54,235.50	33,085.00	21,150.50
	$155,894.19	$ 95,100.00	$ 60,794.19

State Funds for Construction: Chap. 175, laws 1917; Chap. 31, laws 1920;
Chap. 529, laws 1939
Funds for Maintenance: Chap. 529, laws 1939

FORM 5-5-1 3M 10-38

COMMISSIONERS
HENRY F. CABELL, CHAIRMAN, PORTLAND
E. B. ALDRICH, PENDLETON
F. L. TOU VELLE, JACKSONVILLE

H. B. GLAISYER, SECRETARY

R. H. BALDOCK
STATE HIGHWAY ENGINEER
SALEM

OREGON STATE HIGHWAY COMMISSION
OFFICE OF E. A. COLLIER, DIVISION ENGINEER
8200 S. E. McLOUGHLIN
PORTLAND, OREGON

RECEIVED
OCT 5 1940
FOR FILING

3-1-K-1

NOTED

Oct. 3, 1940

Mercer Steel Co.
838 N. W. Thirteenth Ave.
Portland, Oregon

Gentlemen:

Your letter of October 1st at hand with prints showing wire fabric reinforcement for Porter W. Yett's contract on Lombard Street to Killingsworth Section.

The plans provide for sheets 11 1/2 ft. wide but also provide that if sheets this wide cannot be obtained, then the lap shall be 12 inches.

I understand it is difficult to ship these wide sheets and to handle them, so I see no objection to the size sheets indicated on the print and their use is hereby approved.

Very truly yours,

E. A. COLLIER
DIVISION ENGINEER

EAC:DP
CC C. B. McCullough

COPY

MERCER STEEL COMPANY
Portland, Oregon

Oct. 1, 1940

Oregon State Highway Com.
Division Office
3200 S. E. McLoughlin Blvd.
Portland, Ore.

Gentlemen:

We submit herewith three copies of our detail sheet showing suggestions for wire fabric reinforcement on Porter W. Yett's contract on the N. E. Portland Secondary Highway.

Very truly yours,

MERCER STEEL CO.

By H. D. Mercer (Signed)

RECEIVED
AUG 10 1940
FOR FILING

201-B-1

August 9, 1940

Continental Casualty Co.
Tate, Westenfelder & Berg, Inc.
Wilcox Building
Portland, Oregon

Gentlemen:

We are forwarding to you today, by express, a fully executed copy of Contract No. 2344 which was awarded to Porter W. Yett on July 18, 1940, for 4.5 miles grading and paving on the Lombard Street-Killingsworth Street Section of Lombard Street and Northeast Portland Secondary Highway, in Multnomah County.

This is being forwarded to you inasmuch as you appear surety on the bond furnished by the contractor in connection with the above-mentioned contract and is for your records and files.

Very truly yours,

STATE HIGHWAY COMMISSION

By

DD:AM

Secretary

RECEIVED
AUG 10 1940
FOR FILING

261-P-1

August 9, 1940

Mr. Porter W. Yett
6500 N. E. Ainsworth
Portland, Oregon

Dear Sir:

We are forwarding to you today, by express, a fully executed copy of Contract No. 2344 which was awarded to you on July 18, 1940, for 4.5 miles grading and paving on the Lombard Street-Killingsworth Street Section of Lombard Street and Northeast Portland Secondary Highway, in Multnomah County. This is for your records and files.

Very truly yours,

STATE HIGHWAY COMMISSION

By

Secretary

DD:AM

RECEIVED
JUL 23 1940
FOR FILING

201-B-1

July 22, 1940

Mr. W. H. Lynch
District Engineer
Public Roads Administration
P. O. Box 3900
Portland, Oregon

Dear Sir:

As requested in your letter of July 16th, we are sending, under separate cover, two additional copies of the traffic channelization maps for the Lombard-Killingsworth Project, FA 201-B (1).

Very truly yours,

R. H. BALDOCK
State Highway Engineer

By

S. H. Probert
Office Engineer

SHP:ER

FEDERAL WORKS AGENCY
PUBLIC ROADS ADMINISTRATION
DISTRICT ONE

MONTANA
OREGON
WASHINGTON

POST OFFICE BUILDING
PORTLAND, OREGON

July 16, 1940

Mr. R. H. Baldock
State Highway Engineer
Salem, Oregon

Dear Sir:

Reference is made to P.S.& E. papers for Oregon Federal Aid Project 201-B (1), the Lombard-Killingsworth section experimental pavement.

As requested in our letter of November 27, 1939, a set of white prints showing the traffic density and turning movements was submitted for the above project. However, we now find that two additional copies are desired, and we would appreciate their submission. On future projects involving channelization, will you please submit this information in triplicate.

Very truly yours,

W. H. LYNCH
District Engineer

By F. E. Andrews
F. E. Andrews
Sr. Highway Engineer

July 16, 1940

Mr. R. H. Baldock
State Highway Engineer
Salem, Oregon

Dear Sir:

Reference is made to P.S.& E. papers for Oregon Federal Aid Project 221-B (1), the [illegible] section experimental pavement.

As requested in our letter of November 27, 1939, a set of white prints showing the traffic density and turning movements was submitted for the above project. However, we now find that two additional copies are desired, and we would appreciate their submission. On future projects involving channelization, will you please submit this information in triplicate.

Very truly yours,

[illegible]
District Engineer

By

[illegible]
Sr. Highway Engineer

RECEIVED
OCT 9 1940
FOR FILING

[illegible]

FEDERAL WORKS AGENCY
PUBLIC ROADS ADMINISTRATION
DISTRICT ONE

MONTANA
OREGON
WASHINGTON

POST OFFICE BUILDING
PORTLAND, OREGON

July 18, 1940

Mr. R. H. Baldock
State Highway Engineer
Salem, Oregon

Dear Sir:

This is to confirm our verbal concurrence in award of contract, as of this date, for Oregon Federal Aid Project No. 201-B (1), Lombard Street-Killingsworth Street Section of the Lombard Highway, to Porter W. Yett, Portland, Oregon, who submitted the low bid on the basis of using asphalt.

Very truly yours,

W H Lynch

W. H. LYNCH
District Engineer

Tor

RECEIVED
JUL 23 1940

201-13-1

July 22, 1940

D.G. DeSart

Mr. Porter W. Yett
6500 N. E. Ainsworth Street
Portland, Oregon

Dear Sir:

We are sending you today by express four copies of Contract No. 2344 which was awarded to you on July 18, 1940, by the State Highway Commission, covering the grading and paving of the Lombard Street-Killingsworth Street Section of Lombard Street and Northeast Portland Secondary Highway, in Multnomah County.

Kindly execute all four copies of this contract as to agreement and bond and return them to this office for approval by the State Highway Commission, When this has been done a fully executed copy will be returned to you for your records and files. We will also send an executed copy to the surety on your bond.

Your special attention is called to the paragraph under Section 5 (page 14) of the printed General Provisions, relating to the Workmen's Compensation Act. YOU will be expected to accept the terms of this Act and to carry on your work under this contract in strict conformance thereto.

Your attention is also called to the mimeographed page immediately preceding the colored pages, relating to payment by the contractor of amounts due hospital associations, et cetera.

Very truly yours,

STATE HIGHWAY COMMISSION
By

Secretary

MEL

RECEIVED
JUL 22 1940
FOR FILING

201-B-1

July 20, 1940

Mr. Porter W. Yett
6500 N. E. Ainsworth
Portland, Oregon

Dear Sir:

The State Highway Commission on July 18, 1940, awarded you the contract for 0.4 mile grading and 4.5 miles paving on the Lombard Street-Killingsworth Street Section of Lombard Street and Northeast Portland Secondary Highway, in Multnomah County. This award was based on your low bid of $141,722, using asphalt, submitted on that date.

Contract forms will be sent to you for execution within the next few days.

Very truly yours,

STATE HIGHWAY COMMISSION

By

Secretary

AM

cc - Mr. S. H. Probert
Mr. G. S. Paxson

FEDERAL WORKS AGENCY
PUBLIC ROADS ADMINISTRATION
DISTRICT ONE

MONTANA
OREGON
WASHINGTON

POST OFFICE BUILDING
PORTLAND, OREGON

July 3, 1940

Mr. R. H. Baldock
State Highway Engineer
Salem, Oregon

Dear Sir:

P.S.& E. documents for Oregon Federal Aid Project 201-B (1), Lombard-Killingsworth Section of the Lombard Highway, have today been recommended for approval, subject to final review and approval by the Commissioner of Public Roads. This is your authority to advertise for bids.

We altered the unit for concrete sidewalks in the estimate for section Stations 183+50 to 196+35 from "Cubic Yards" to "Square Yards" to harmonize with the balance of the documents.

Also please send us copies of the customary resolution concerning encroachments for the portion within the city limits of Portland.

The street intersections at N. Williams Ave., N.E. Rodney Ave., N.E. Mallory Ave. and N.E. Union Ave. appear to be exceptions to the project. We therefore altered the estimate to show the 14' pavement as 0.301 miles and the 30' as 0.269 miles, making total mileage on plan sheet No. 2, 4.460. Please prepare the agreement estimate accordingly.

Very truly yours,

W. H. LYNCH
District Engineer

By
F. E. Andrews
Sr. Highway Engineer

RECEIVED
AUG 16 1940
FOR FILING

201-B-1

July 5, 1940

Mr. W. H. Lynch
District Engineer
Public Roads Administration
P. O. Box 3900
Portland, Oregon

Dear Sir:

We refer to the matter of footpaths for the Lombard-Killingsworth Project, F. A. 201-B (1).

It is our opinion that the pedestrian traffic longitudinally of this project will be negligible and that footpaths will be unnecessary. We would like, therefore, to have the project approved without footpaths, with the understanding that, if pedestrian traffic proves to be sufficient to warrant footpath construction, the State will provide them.

It is anticipated that at some time in the future the project will have to be widened and a full city street section developed. At that time, construction of sidewalks will probably be in order.

Very truly yours,

R. H. Baldock
State Highway Engineer

June 21, 1940

Mr. W. H. Lynch
District Engineer
Public Roads Administration
Post Office Box 3900
Portland, Oregon

Dear Sir:

We are sending, under separate cover, the following papers for the Lombard Street-Killingsworth Street Section, Project No. FA 201-B (1).

1. Five copies of bid proposals
2. Three sets of blueprint plans
3. One set of white prints showing traffic flow

The remaining blueprint plans and copies of estimate will be sent to you tomorrow.

Very truly yours,

R. H. BALDOCK
State Highway Engineer

By

S. H. Probert
Office Engineer

Dict. by J. W. Nash/GS

Estimates sent
June 22/1940

Oregon State Highway Department Federal Aid Project No. 201-B (1)

LOMBARD ST.-KILLINGSWORTH ST. SECTION

OF THE LOMBARD HIGHWAY IN MULTNOMAH COUNTY

(Estimate to accompany plans and specifications. Not as basis for project agreement.)

Salem, Oregon, June 22, 1940

INSIDE CITY OF PORTLAND

(Sta. 17+79.9 to 0+00 = 0+00) (14' Pavement)

All Required	Clearing and Grubbing		$ 50.00
700 cu. yds.	Excavation, Single Classif.	$ .30	210.00
700 yd. mi.	Truck Haul	.12	84.00
All Required	Trimming Roadbed (Sta. 17+79.9 to 199+00) (8%)		80.00
350 cu. yds.	3" - 0" Gravel in Base	.70	245.00
40 cu. yds.	½" - 0" Material in Cushion Course	1.50	60.00
20 cu. yds.	Filler	.40	8.00
30 yd. mi.	Hauling Filler	.15	4.50
2,500 sq. yds.	7" Portland Concrete Pavement	1.55	3,875.00
880 lin. ft.	½" Expansion Joints	.10	88.00
900 lin. ft.	Contraction Joints	.03	27.00
900 only	3/4" x 24" Dowel Bars	.15	135.00
	Subtotal		$ 4,866.50
	10% Engr. & Cont.		486.65
	Total		$ 5,353.15
	Length	0.337 mile	
	Cost per mile	$ 15,884.71	

(Sta. 0+00 = 0+00 to 14+59.8) (30' Pavement)

All Required	Clearing and Grubbing		$ 40.00
3 cu. yds.	Trench Excavation	$ 1.00	3.00
1,700 cu. yds.	Excavation, Single Classif.	.30	510.00
1,700 yd. mi.	Truck Haul	.12	204.00
All Required	Trimming Roadbed (Sta. 17+79.9 to 199+00) (7%)		70.00
50 sq. yds.	Removal of Sidewalks	.20	10.00
80 lin. ft.	Removal of Curbs	.10	8.00
1 only	Removal of Catch Inlets	5.00	5.00
16 lin. ft.	8" Sewer Pipe	.60	9.60

1	only	Concrete Catch Basins	$ 25.00	$ 25.00
3	cu. yds.	Concrete Curbs	20.00	60.00
50	sq. yds.	Concrete Sidewalks	1.50	75.00
650	cu. yds.	3" - 0" Gravel in Base	.70	455.00
50	cu. yds.	3/4" - 0" Material in Leveling Course and Shoulders	1.50	75.00
70	cu. yds.	½" - 0" Material in Cushion Course	1.50	105.00
30	cu. yds.	Filler	.40	12.00
50	yd. mi.	Hauling Filler	.15	7.50
4,900	sq. yds.	7" Portland Cement Concrete Pavement	1.55	7,595.00
500	lin. ft.	3/4" Expansion Joints	.15	75.00
2,500	lin. ft.	Contraction Joints	.03	75.00
500	only	3/4" x 24" Dowel Bars	.15	75.00
			Subtotal	$ 9,494.10
			10% Engr. & Cont.	949.41
			Total	$ 10,443.51

Length 0.276 mile

Cost per mile $ 37,838.80

(Sta. 14+59.8 to 23+00) (48' Pavement)

All Required		Clearing and Grubbing		$ 20.00
23	cu. yds.	Trench Excavation	$ 1.00	23.00
2,000	cu. yds.	Excavation, Single Classif.	.30	600.00
2,000	yd. mi.	Truck Haul	.12	240.00
All Required		Trimming Roadbed (Sta. 17+79.9 to 199+00) (4%)		40.00
270	sq. yds.	Removal of Old Pavement	.30	81.00
250	sq. yds.	Removal of Sidewalks	.20	50.00
380	lin. ft.	Removal of Curbs	.10	38.00
1	only	Removal of Catch Inlets	5.00	5.00
134	lin. ft.	8" Sewer Pipe	.60	80.40
3	only	Concrete Catch Basins	25.00	75.00
58	cu. yds.	Concrete Curbs	20.00	1,160.00
750	lin. ft.	Extra for White Concrete in Curbs	.20	150.00
9	cu. yds.	Concrete in Traffic Separators and Island Nosings	20.00	180.00
3.6	cu. yds.	Extra for White Concrete in Separators and Nosings	15.00	54.00
80	sq. yds.	6" Reinforced Concrete Safety Island	3.00	240.00
80	only	3/4" x 6" Dowel Pins	.05	4.00
All Required		Constructing Recesses for Curb Markers (50%)		100.00
400	lin. ft.	3/4" Electrical Conduit	.30	120.00

400	sq. yds.	Concrete Sidewalks	$ 1.50	$ 600.00
1,200	cu. yds.	3" - 0" Gravel in Base	.70	840.00
220	cu. yds.	3/4" - 0" Materials in Leveling Course and Shoulders	1.50	330.00
70	cu. yds.	½" - 0" Materials in Cushion Course	1.50	105.00
60	cu. yds.	Filler	.40	24.00
90	yd. mi.	Hauling Filler	.15	13.50
4,000	sq. yds.	7" Portland Cement Concrete Pavement	1.55	6,200.00
300	sq. yds.	8" Portland Cement Concrete Pavement	1.80	540.00
70	lin. ft.	½" Expansion Joints	.10	7.00
350	lin. ft.	3/4" Expansion Joints	.15	52.50
2,100	lin. ft.	Contraction Joints	.03	63.00
350	only	3/4" x 24" Dowel Bars	.15	52.50
1,000	lbs.	Tie Bars and Reinforcement	.06	60.00
260	sq. yds.	Wire Fabric Reinforcement	.35	91.00
40	tons	Class "A" Asphaltic Concrete	6.00	240.00
10	tons	Cutback Asphalt Wearing Surface	6.00	60.00
40	cu. yds.	Mineral Aggregate in Place	2.50	100.00
3	tons	Asphalt in Place	20.00	(Alternate)
3	tons	Heavy Tar in Place	16.00	48.00
			Subtotal	$ 12,686.90
			10% Engr. & Cont.	1,268.69
			Total	$ 13,955.59
		Length	0.159 mile	
		Cost per mile	$ 87,771.00	

(Sta. 23+00 to 108+06) (24' Pavement)

All Required		Clearing and Grubbing		$ 210.00
90	cu. yds.	Trench Excavation	$ 1.00	90.00
6,000	cu. yds.	Excavation, Single Classif.	.30	1,800.00
2,700	yd. mi.	Truck Haul	.12	324.00
All Required		Trimming Roadbed (Sta. 17+79.9 to 199+00) (3%)		390.00
130	sq. yds.	Removal of Old Pavement	.30	39.00
500	sq. yds.	Removal of Sidewalks	.20	100.00
840	lin. ft.	Removal of Curbs	.10	84.00
180	sq. yds.	Slope Paving	.50	90.00
2	only	Removal of Catch Inlets	5.00	10.00
2	only	Adjusting Manholes	10.00	20.00
2	only	Adjusting Catch Inlets	5.00	10.00
250	lin. ft.	8" Sewer Pipe	.60	150.00
90	lin. ft.	18" Concrete Pipe	2.00	180.00
110	lin. ft.	Salvaging Culvert Pipe	1.00	110.00

60	lin. ft.	Pavement Cutting	$ .50	$ 30.00
12	only	Concrete Catch Basins	25.00	300.00
135	cu. yds.	Concrete Curbs	20.00	2,700.00
35	cu. yds.	Concrete in Traffic Separators and Island Nosings	20.00	700.00
10	cu. yds.	Extra for White Cement in Separators and Nosings	15.00	150.00
350	sq. yds.	Concrete Sidewalks	1.50	525.00
9,000	cu. yds.	3" - 0" Gravel in Base	.70	6,300.00
2,100	cu. yds.	3/4" - 0" Material in Leveling Course and Shoulders	1.50	3,150.00
330	cu. yds.	½" - 0" Material in Cushion Course	1.50	495.00
360	cu. yds.	Filler	.40	144.00
550	yd. mi.	Hauling Filler	.15	82.50
19,800	sq. yds.	7" Portland Cement Concrete Pavement	1.55	30,690.00
3,000	sq. yds.	8" Portland Cement Concrete Pavement	1.80	5,400.00
70	lin. ft.	½" Expansion Joints	.10	7.00
1,200	lin. ft.	3/4" Expansion Joints	.15	180.00
220	lin. ft.	Special Dowel and Joint Filler Holders	.25	55.00
15,000	lin. ft.	Contraction Joints	.03	450.00
2,600	only	3/4" x 24" Dowel Bars	.15	390.00
7,200	lbs.	Tie Bars and Reinforcement	.06	432.00
6,240	sq. yds.	Wire Fabric Reinforcement	.35	2,184.00
540	cu. yds.	Mineral Aggregate in Place	2.50	1,350.00
35	tons	Asphalt in Place	20.00	(Alternate)
43	tons	Heavy Tar in Place	16.00	688.00
			Subtotal	$ 60,009.50
			10% Engr. & Cont.	6,000.95
			Total	$ 66,010.45

Length 1.611 miles
Cost per mile $ 40,974.82

OUTSIDE OF CITY

(Sta. 183+50 to 196+35) (8" Pavement)

All Required		Clearing and Grubbing		$ 30.00
4	cu. yds.	Trench Excavation	$ 1.00	4.00
3,800	cu. yds.	Excavation, Single Classif.	.30	1,140.00
All Required		Trimming Roadbed (Sta. 17+79.9 to 199+00) (6%)		60.00
70	lin. ft.	12" Concrete Pipe	1.00	70.00

62	cu. yds.	Concrete Curbs	$ 20.00	$ 1,240.00
1,750	lin. ft.	Extra for White Concrete in Curbs	.20	350.00
1	cu. yds.	Concrete in Traffic Seperators and Island Nosings	20.00	20.00
0.4	cu. yds.	Extra for White Concrete in Seperators and Nosings	15.00	6.00
All Required		Constructing Recesses for Curb Markers (50%)		100.00
100	lin. ft.	3/4" Electrical Conduit	.30	30.00
1,300	cu. yds.	Concrete Sidewalks	1.50	1,950.00
1,800	cu. yds.	3" - 0" Gravel in Base	.70	1,260.00
330	cu. yds.	3/4" - 0" Material in Leveling Course and Shoulders	1.50	495.00
100	cu. yds.	1" - 0" Material in Cushion Course	1.50	150.00
90	cu. yds.	Filler	.40	36.00
130	yd. mi.	Hauling Filler	.15	19.50
6,700	sq. yds.	7" Portland Cement Concrete Pavement	1.55	10,385.00
180	lin. ft.	½" Expansion Joints	.10	18.00
550	lin. ft.	3/4" Expansion Joints	.15	82.50
3,500	lin. ft.	Contraction Joints	.03	105.00
3,250	only	3/4" x 24" Dowel Bars	.15	487.50
2,000	lbs.	Tie Bars and Reinforcement	.06	120.00
310	tons	Class "A" Asphaltic Concrete	6.00	1,860.00
90	tons	Cutback Asphalt Wearing Surface	6.00	540.00
			Subtotal	$ 20,558.50
			10% Engr. & Cont.	2,055.85
			Total	$ 22,614.35

Length 0.243 mile

Cost per mile $ 93,063.16

(Sta. 108+06 to 183+50) (Sta. 196+35 to 220+00) (24' Pavement)

All Required		Clearing and Grubbing		$ 250.00
30	cu. yds.	Trench Excavation	$ 1.00	30.00
3,800	cu. yds.	Excavation, Single Classif.	.30	1,140.00
500	yd. mi.	Truck Haul	.12	60.00
All Required		Trimming Roadbed (Sta. 17+79.9 to 199+00) (36%)		360.00
All Required		Finishing Roadbed (Sta. 199+00 to 220+00)		100.00
280	lin. ft.	12" Concrete Pipe	1.00	280.00
90	lin. ft.	18" Concrete Pipe	2.00	180.00
12	cu. yds.	Concrete Curbs	20.00	240.00
750	lin. ft.	Cable Guard Fence	1.00	750.00
10,000	cu. yds.	3" - 0" Gravel in Base	.70	7,000.00

2,500	cu. yds.	3/4" - 0" Material in Leveling Course and Shoulders	$ 1.50	$ 3,750.00
390	cu. yds.	½" - 0" Material in Cushion Course	1.50	585.00
440	cu. yds.	Filler	.40	176.00
650	yd. mi.	Hauling Filler	.15	97.50
23,300	sq. yds.	7" Portland Cement Concrete Pavement	1.55	36,115.00
3,200	sq. yds.	8" Portland Cement Concrete Pavement	1.80	5,760.00
900	lin. ft.	3/4" Expansion Joints	.15	135.00
12,000	lin. ft.	Contraction Joints	.03	360.00
900	only	3/4" x 24" Dowel Bars	.15	135.00
8,800	lbs.	Tie Bars and Reinforcement	.06	528.00
120	cu. yds.	Mineral Aggregate in Place	2.50	300.00
8	tons	Asphalt in Place	20.00	(Alternate)
10	tons	Heavy Tar in Place	16.00	160.00
			Subtotal	$ 58,491.50
			10% Engr. & Cont.	5,849.15
			Total	$ 64,340.65

Length 1.877 miles
Cost per mile $ 34,278.44

SUMMARY OF FUNDS REQUESTED

Item	Total Cost	Federal Aid Funds	State Funds
Inside City of Portland			
14' Pavement	$ 5,353.15	$ 3,265.00	$ 2,088.15
30' Pavement	10,443.51	6,371.00	4,072.51
48' Pavement	13,955.59	8,513.00	5,442.59
24' Pavement	66,010.45	40,267.00	25,743.45
Outside City			
48' Pavement	20,614.35	12,575.00	8,039.35
24' Pavement	64,340.65	39,249.00	25,091.65
	$ 180,717.70	$ 110,240.00	$ 70,477.70

[illegible] ST.-[illegible] ST. SECTION

PROJECT No. FA [illegible] (1)

All necessary right of way has been acquired for this project.

[illegible]
State Highway Engineer

By

[illegible]
Asst. Office Engineer

June [illegible], [illegible]

FORM 5-6-1 300 3-38

COMMISSIONERS
HENRY F. CABELL, CHAIRMAN, PORTLAND
E. B. ALDRICH, PENDLETON
F. L. TOU VELLE, JACKSONVILLE

H. B. GLAISYER, SECRETARY

R. H. BALDOCK
STATE HIGHWAY ENGINEER

OREGON STATE HIGHWAY COMMISSION
OFFICE OF E. A. COLLIER, DIVISION ENGINEER
PORTLAND, OREGON

RECEIVED
JAN 27 1939
OREGON
STATE HIGHWAY COMMISSION

RECEIVED
FOR FILING

January 26, 1939

Mr. R. H. Baldock
State Highway Engineer
Salem, Oregon

Attention: H. G. Smith

NOTED
Asst. State Highway Engineer

Dear Sir:

In compliance with your letter of January 25th, you will find herewith Engineer's Estimate for budget purposes for paving Northeast Portland Secondary from Lombard to Killingsworth. This is based on concrete pavement 22 ft. wide and on the grading and surfacing with oil of the approach streets which have not been graded in the present contract. It also includes a little removal of curbs and sidewalks and the construction of new curbs and sidewalks and some sewer and culvert drainage.

Very truly yours,

E. A. COLLIER
DIVISION ENGINEER

EAC:DP
CC C. B. McCullough
Encl.

ENGINEER'S ESTIMATE
(For Budget Purposes)

January 26, 1939

Lombard St. to Killingsworth St. Paving
22 Ft. Concrete Pavement
Also Grade and Oil-surface Approach Streets

* * * * * * * * *

Grading	3,000	cu.yd.	@ .25	$750.00
Drainage-Sewer and Culvert				1,000.00
Curbs-Removal and Replacement				200.00
Sidewalk Removal and Replacement				470.00
Gravel Base	18,000	cu.yd.	@ 1.00	18,000.00
Crushed Gravel	2,700	cu.yd.	@ 1.50	4,050.00
Sand Cushion	1,400	cu.yd.	@ 1.00	1,400.00
Filler & Haul	200	cu.yd.	@ .75	150.00
*C. Pavement	46,000	sq.yd.	@ 1.70	78,200.00
Expansion and Contraction Joints				1,920.00
Dowels	25,000	each	@ .16	4,000.00
Tie Bars	18,000	lbs.	@ .05	900.00
Oil Mat Surface	7,700	sq.yd.	@ .50	3,850.00
				$114,890.00
Plus 10% for Engineering and Contingencies				11,110.00
Total				$126,000.00

*Note: If Concrete Pavement goes for $1.50, the total cost will be reduced to $116,000.

By:
E. A. Collier
Division Engineer

FORM 2-A-1 8M 9-38

COMMISSIONERS
HENRY F. CABELL, CHAIRMAN, PORTLAND
E. B. ALDRICH, PENDLETON
F. L. TOU VELLE, JACKSONVILLE

H. B. GLAISYER, SECRETARY

R. H. BALDOCK
STATE HIGHWAY ENGINEER
SALEM

OREGON STATE HIGHWAY COMMISSION

SALEM

IN REPLY PLEASE
REFER TO FILE NO.

RECEIVED
JAN 2 [illegible]
FOR [illegible]

January 25, 1939

Mr. E. A. Collier
Division Engineer
9200 S. E. McLoughlin
Portland, Oregon

NOTED
Asst. State Highway Engineer

Dear Sir:

Please forward an estimate of costs for paving the Northeast Portland secondary. This need only be sufficiently accurate for budget purposes.

Yours very truly,

R. H. BALDOCK
STATE HIGHWAY ENGINEER

By

H. G. Smith
Construction Engineer

HGS:FF
CC To:

C. B. McCullough

CONTRACT# [redacted] 2344

201-B-1 Lombard St.-Killingsworth 1940
Sec., Lombard St. & N. E.
#2344 Portland Secon. Folder #2

GENERAL CONDITIONS AND CRACK SURVEY--SUMMER 1950

Photo numbers ↓

After 9 years of service under a heavy and steadily increasing traffic, it is almost inevitable that a pavement should show some evidence of wear. The extent of such, however, on this 3-3/4-mile stretch of two-lane concrete pavement is certainly less than is usually found on roads of comparable construction and service.

SURFACE WEAR

The original cross-combing or brooming of the surface is disappearing at a few places in the wheel tracks of vehicles, but still shows little signs of wear in other areas. The places where there is most wear is where traffic leaves the pavement at intersections or junctions. The severity of this wear was noted in the first two or three years of the life of the pavement. The action of the
traffic as it turns, usually with brakes applied, is to grind the surface under 31
heavy pressure, which wears away the softer mortar from between the harder pebbles. 32
This leaves a polished surface with well rounded irregularities. The process seems
to attain a certain degree of this type of roughness and then remains constant. 33
Detail photographs taken in March 1950, compared with those of exactly the same
area taken six years earlier, indicate very little additional wear. The extent 34
of the surface thus "polished" appears a little larger, which is to be expected, as the number of vehicles making the turn do not all hold to the same path, hence the wear varies from the most used path, outward. This is an indication of the slowness of the process. The worn surface does not become slippery for traffic, nor is it displeasing in appearance, so it is not a serious defect.

EXPANSION JOINTS

Traffic and weather have had little effect on these, other than reducing their width, which feature is dealt with elsewhere in this report. Even with their width reduced as much as 50 per cent, as described, there is very little overflowing of the mastic filler, as often occurs with such joints. Most of them are neat
in appearance, with little or no spalling. In many of them there is a moderate 29
rounding of their edges, but it is usually uniform and merely gives the joint the appearance of being a little wider than it actually is.

CONTRACTION JOINTS

The condition of the more than 2,400 contraction joints in this project varies considerably. The great majority of them are in good order, but several show objectionable defects due, mainly, to spalling of the concrete at the sides of the joint. This spalling in several instances appeared first as minor cracks adjacent and parallel to a joint and mostly on one side of it. In course of time,
due most probably to a combination of the effects of frost action and the impacts 21
of traffic, the piece of concrete between the crack and the 2" x ¼" bitulithic
strip breaks away, and reveals the cause of the trouble. The depression left is 24
usually from 3 to 5 inches wide and about 1¼ to 1-3/4 inches deep, and is more or less "V" shaped. One side is typical of fractured concrete, being rough with pebbles protruding, while the other side is smooth, having been formed by the 2-inch strip, and slopes 45 degress or more to the vertical. It is evident that the strip

was pushed over during the finishing process of the concrete, which set with it in a much inclined position, leaving a weak, tapered "lip," which in due course cracked and ultimately broke clear away, leaving an ugly, irregular, but shallow hole. There is no evidence yet that such defects get much worse. The length of these spalls along the joint varies from a few inches to a couple of feet, sometimes there are 3 or 4 along the same joint.

A large number of the contraction joints are affected by some spalling
or chipping along their edges, due to other causes. The amount of it, of course,
varies, but the rounding of the edges caused by traffic has the effect in all 25
cases of making the joint more conspicuous. The small trench along, more or less,
the entire length of some of the joints becomes filled with small particles of 26
grit, which not only renders them still more conspicuous, but readily sink into
the joint during cold weather, preventing it from closing as tightly when a warm
spell again expands the concrete.

Another defect which is found in many of the contraction joints is
spalling at the ends, in the form of a fracture off the top corner of the slab. 15
Usually this occurs at the outer edge and is almost invariably on the side toward
approaching traffic. Occasionally there are some against the center or longitu- to
dinal joint. The cause of these breaks is often due to the 2" x $\frac{1}{4}$" bitulithic
strip not reaching to the outer edge of the slab, leaving continuous concrete 20
against the side form, then, when expansion occurs, concentrated pressure causes
the corner to split away. In many cases, however, this defect has occurred where inclusive
the 2-inch strip is still seen to be right out to the edge. The cause of it in
such cases is still obscure.

There are a few instances where the contraction joint in one lane is a
normal one, while the adjacent one in the opposite lane is very crooked and irregu-
lar. It appears that the latter is due to the omission of the 2-inch strip, since 23
nothing of that nature is evident, hence the joint in this lane is really a crack.
It is of interest to note, however, that in each case this crack occurred in exact 28
line with, or very close to, the properly formed joint in the opposite lane.
Apart from the crookedness of these self-formed joints, there is nothing else
abnormal about them; there is no more than the usual small amount of spalling.
In one case (Sta. 40+45) a strip was inserted only half way across the south lane ← 27
from the mid-line of the pavement, the joint in the north lane being normal and
in good condition. Thus there is a straight joint for 18 feet, but the remaining
6 feet of the total 24-foot width of pavement becomes a wandering crack, deviating
a foot or two from the proper alignment of the joint.

These defects are, of course, due to oversights during construction and cannot be counted against the type or design of the pavement.

CRACKS--TRANSVERSE

The development of cracks in this pavement has been slow and limited in
extent. After nine years of heavy traffic less than a dozen transverse cracks have
appeared. More than half of these are of small extent, being thin and extending 9
only partially across the slab, with no spalling and no rounded edges. Some of
these have been observed for 3 or 4 years and do not appear to become any worse. 10

Four of the transverse cracks are quite prominent and unsightly defects in the pavement. Each is much spalled, but in every case the spalling is absent at

the mid-line of the pavement and becomes progressively worse toward the outer edge. 1. 2.
One of these cracks has been observed and photographed since 1943 and succeeding
pictures show the increase in the severity of the fracture. This is illustrated 3. 4.
in figure . The other three prominent cracks appear to be developing in a simi- 11. 12
lar manner.

One noteworthy feature regarding the cracks is that all of them, faint as well as severe, occur only in the north, or westbound traffic lane. Why that should be is not apparent as traffic and other conditions are similar in each lane. Another fact noted is that all the cracks are within a length of the 12-foot lane which is only one seventh of the total length of such lane. That length extends from about the middle of section one, eastward to the beginning of section 4E, which is about a mile. There is nothing unusual in the ground condition within this distance which would tend to cause settlement or other condition likely to make the concrete ~~to~~ crack. In no case where there are any cracks does the grade have more than a few inches of fill, which compares with three or four feet in adjacent portions.

There are only two lineal feet of crack per thousand feet of 12-foot lane, a third of which length represents minor, hair-like fractures extending only part way across the slab and seem to be stabilized, showing no tendency to become worse.

CRACKS--LONGITUDINAL

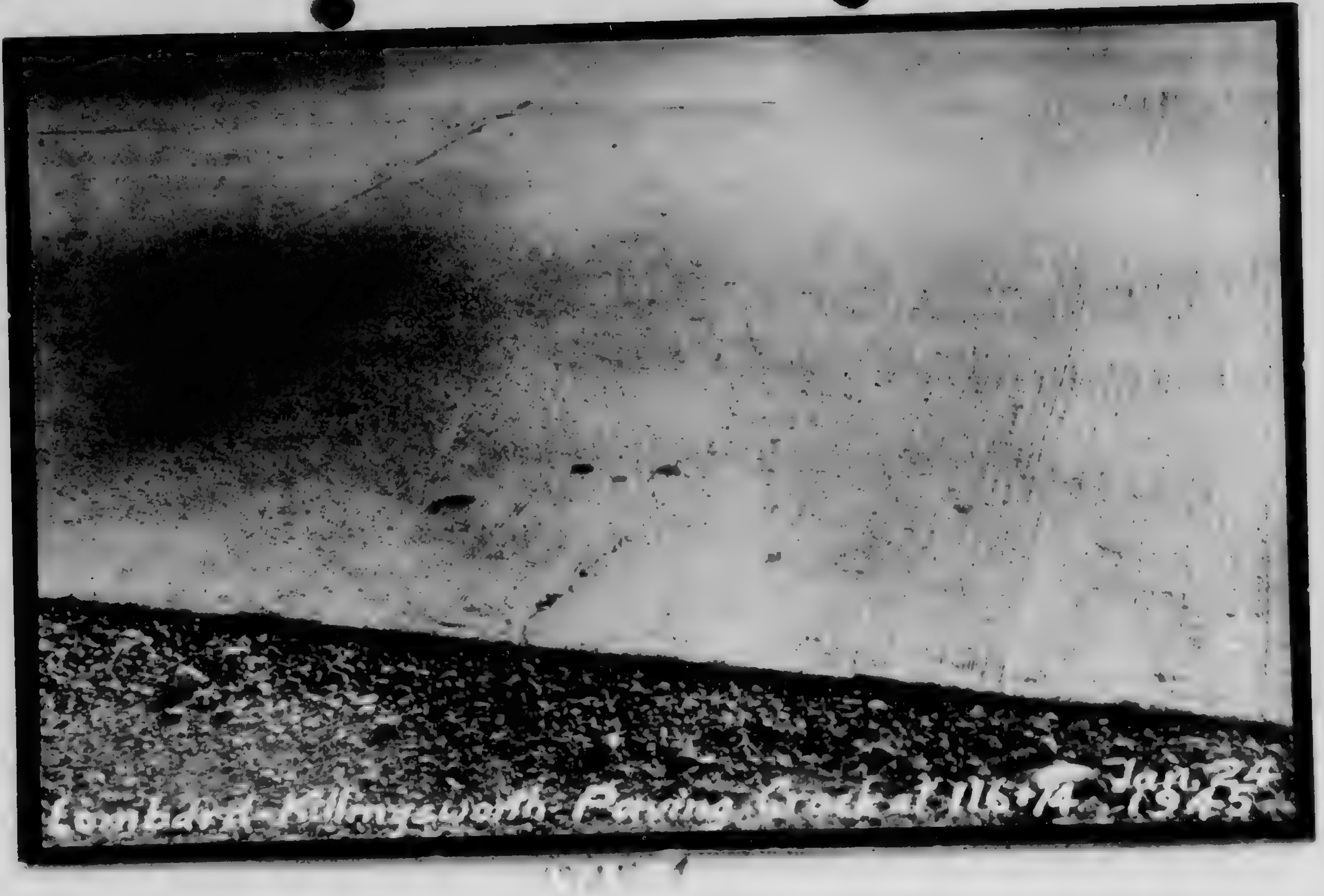
It is only within the past year that any longitudinal cracks have been observed, and those, except in one instance, are quite minor in character. Moreover, that one case is a crack in the outer north lane at an oblique intersection where the pavement was built four-lanes wide, there being no defect in the adjacent inner lanes. 14

In all cases these cracks start at an expansion joint and extend 4 to 5 feet each way, parallel to the edge of the pavement and about 3 to 4 feet away from that edge.

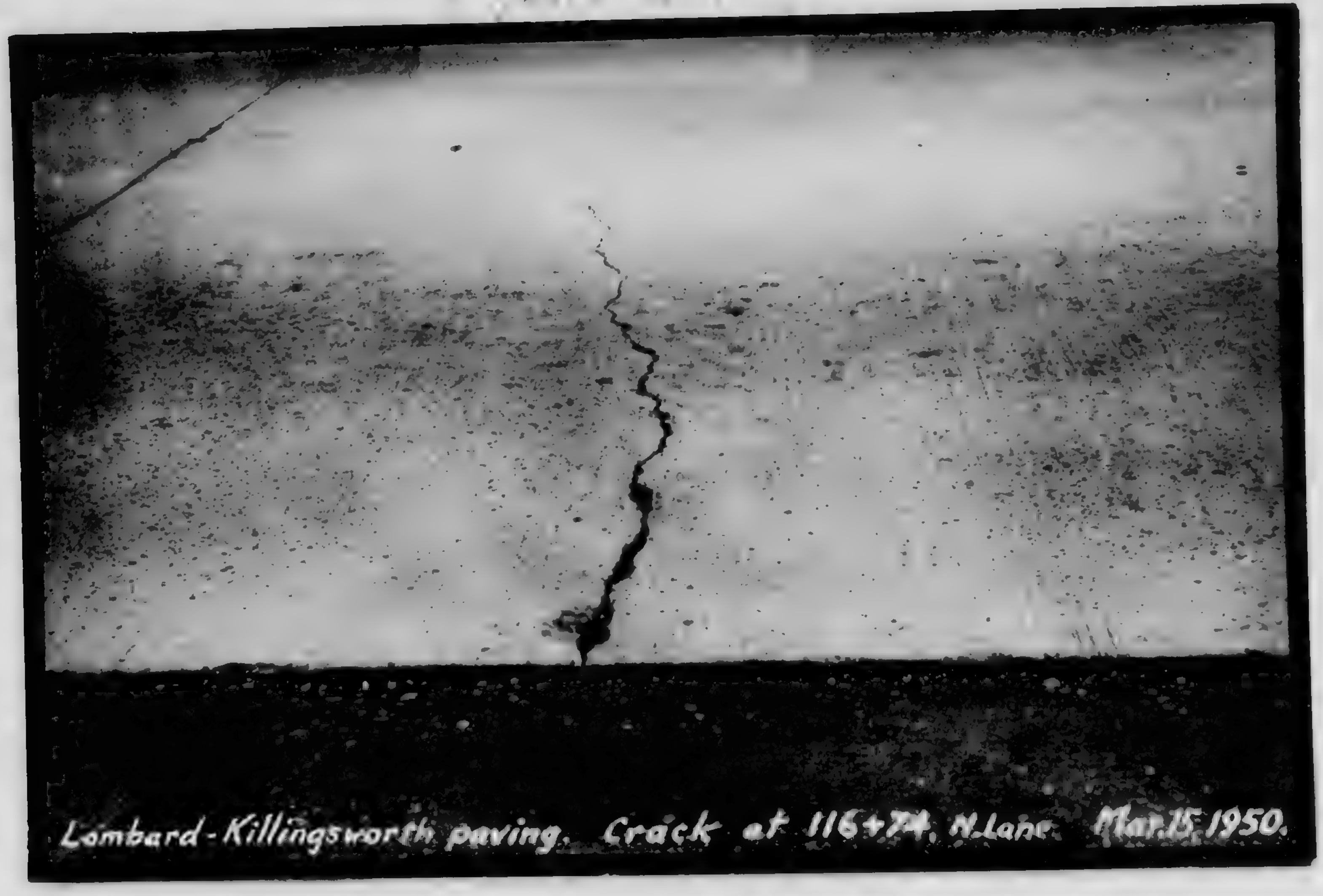
These very small, hair-like cracks occur at seven successive expansion joints, 120 feet apart, in sections 6E and 7E. The intervening contraction joints are entirely free from such defects. Two of the affected expansion joints are in section 6E and are the only cases of cracks of any kind in the 4,800 linear feet of reinforced 12-foot lanes in this pavement.

There is one similar longitudinal crack apart from these, but it too is a very minor one. It is at station 159+25 in section 3E. Like the others, it starts at an expansion joint and is a faint crack extending about 5 feet each way from the joint and about 4 feet from the north edge of the concrete. It should be noted that the expansion joints in 3E and 6E are equipped with dowels, whereas those in 7E, where most of this type of crack occurs, have no dowels. 13

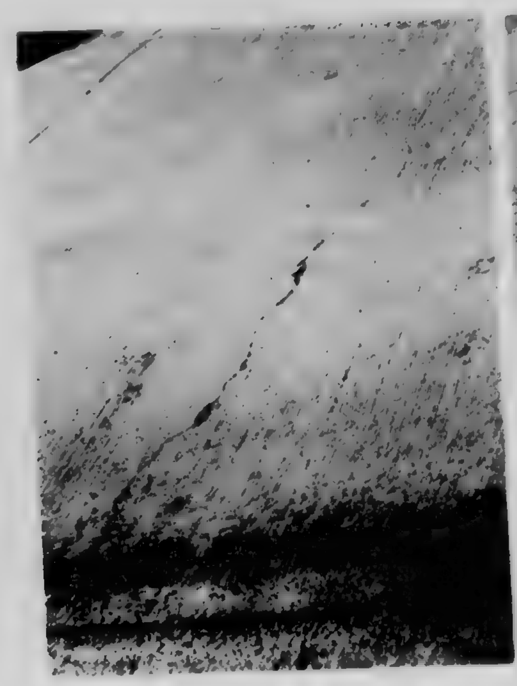
Evidently, then, the cause of these cracks is not attributable to the presence or otherwise of dowels in the joint where a crack originates.



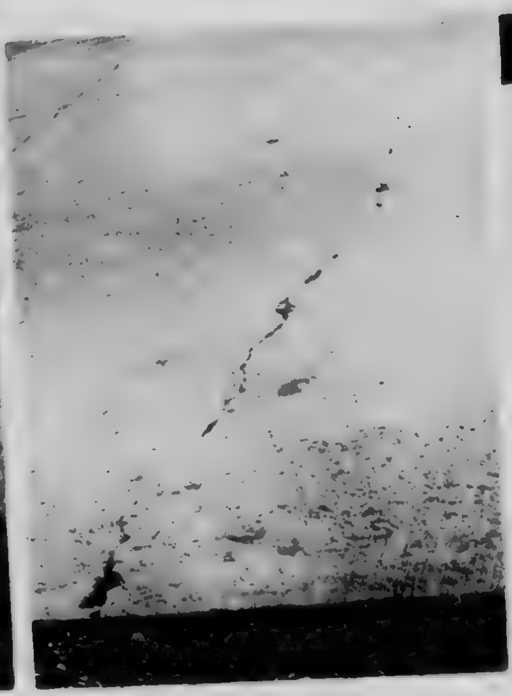
Lombard-Killingsworth Paving Crack at 116+74 Jan. 24 1945



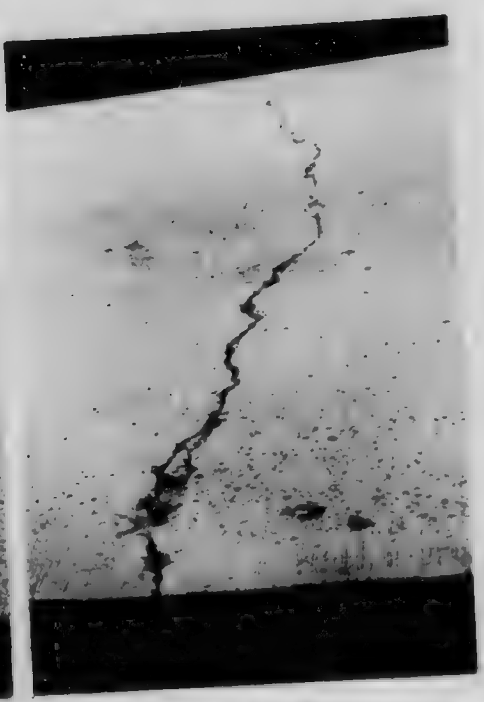
Lombard-Killingsworth paving. Crack at 116+74, N. Lane. Mar. 15 1950.



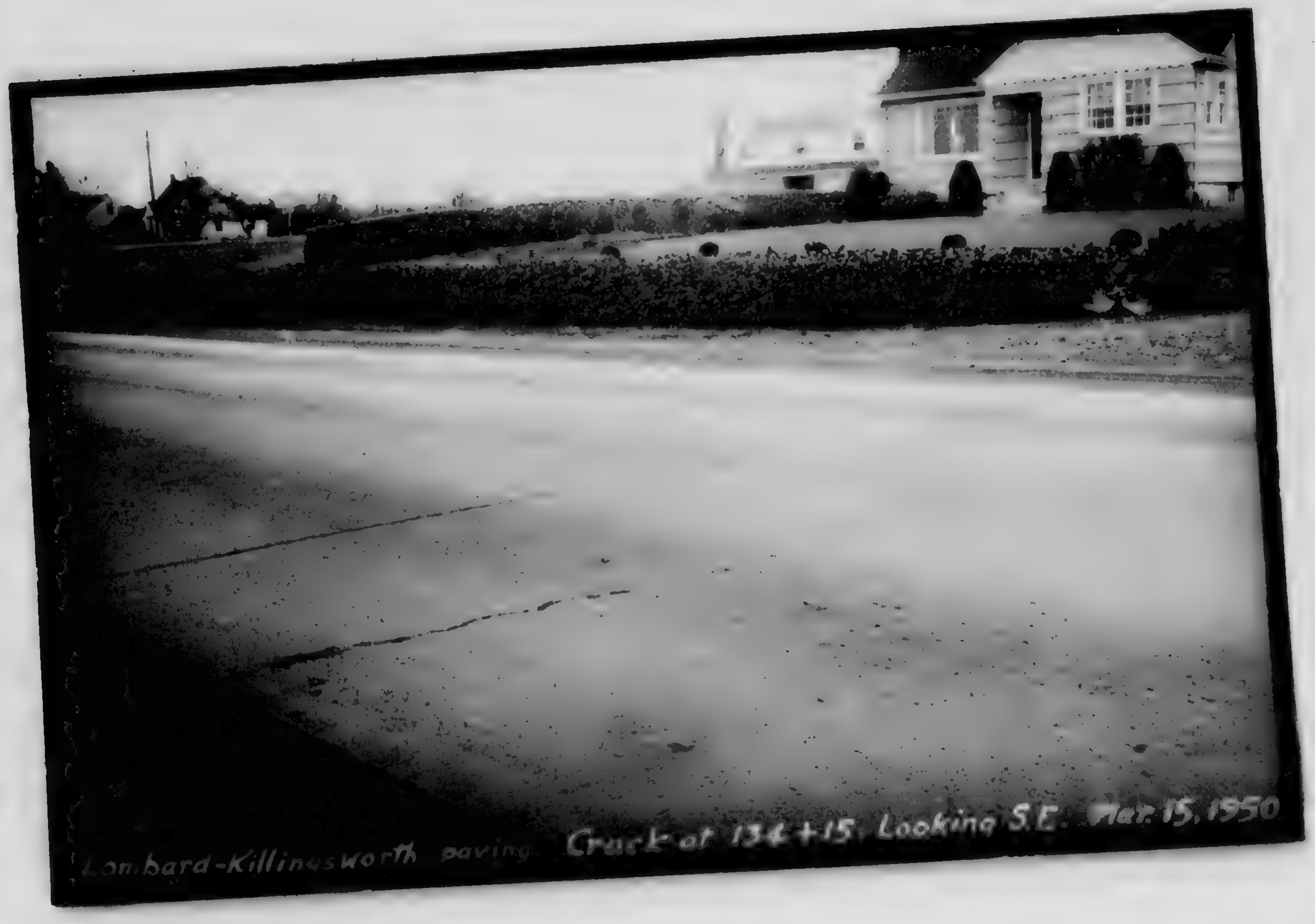
1943



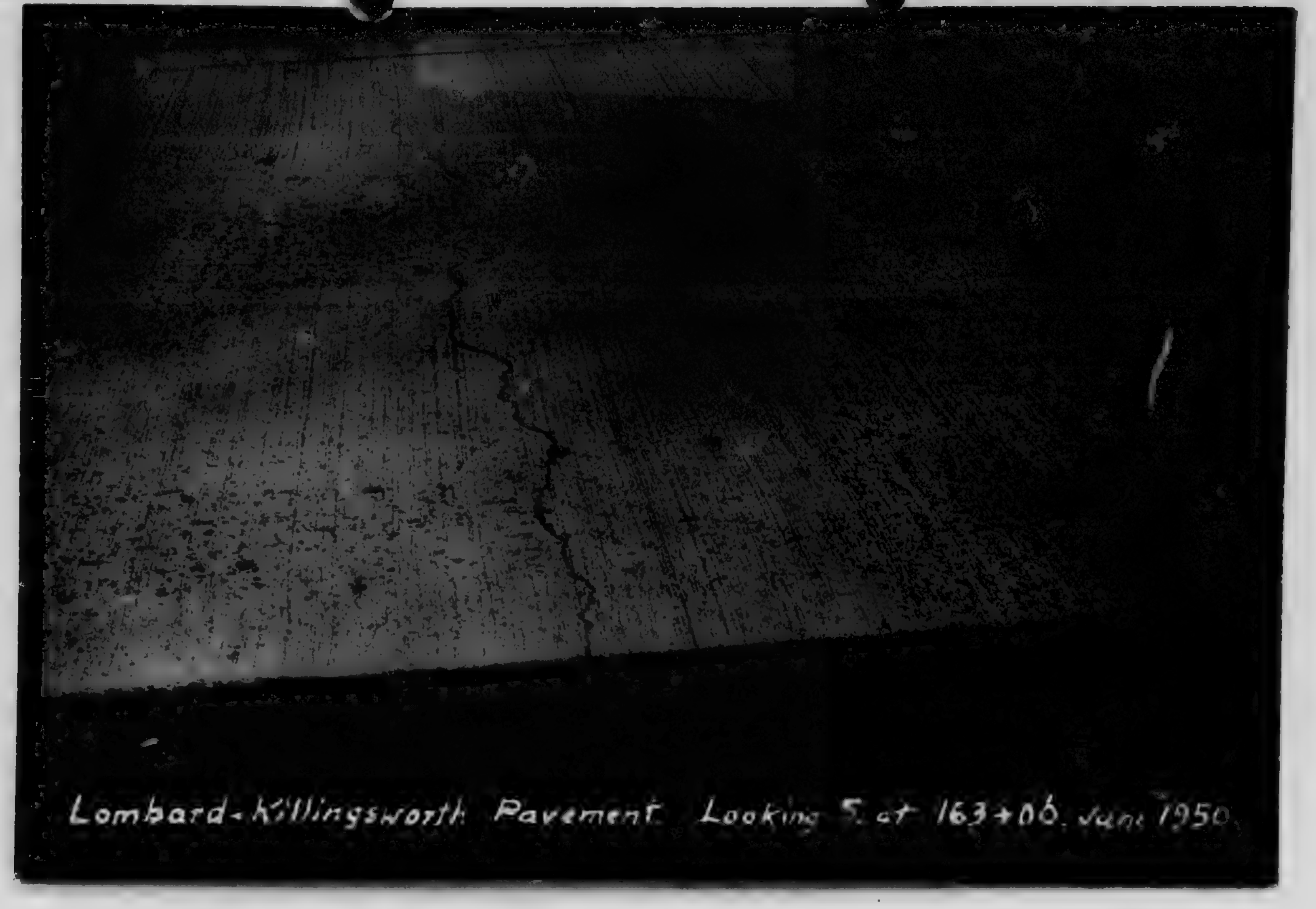
1945



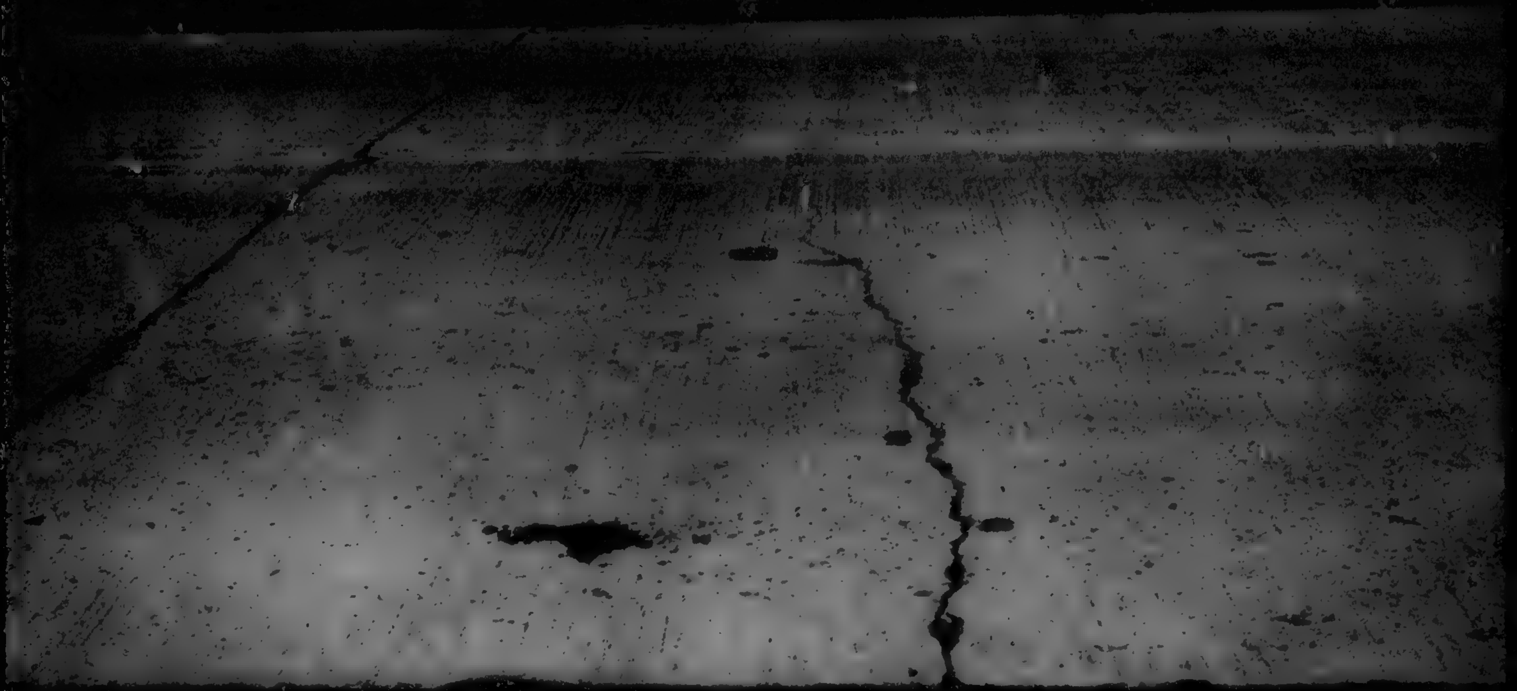
1950



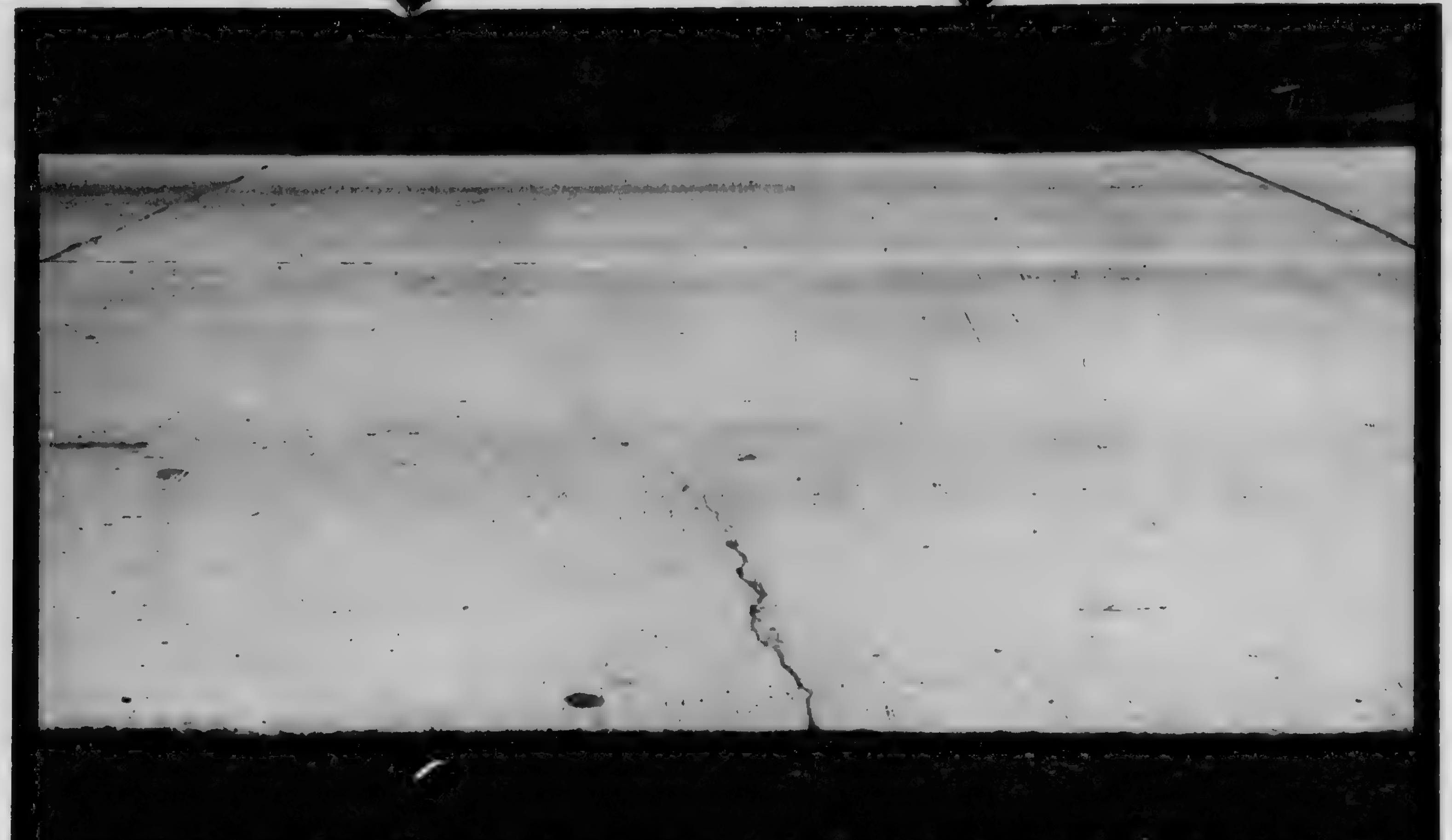
Lombard-Killingsworth paving. Crack at 134+15. Looking S.E. Mar. 15, 1950



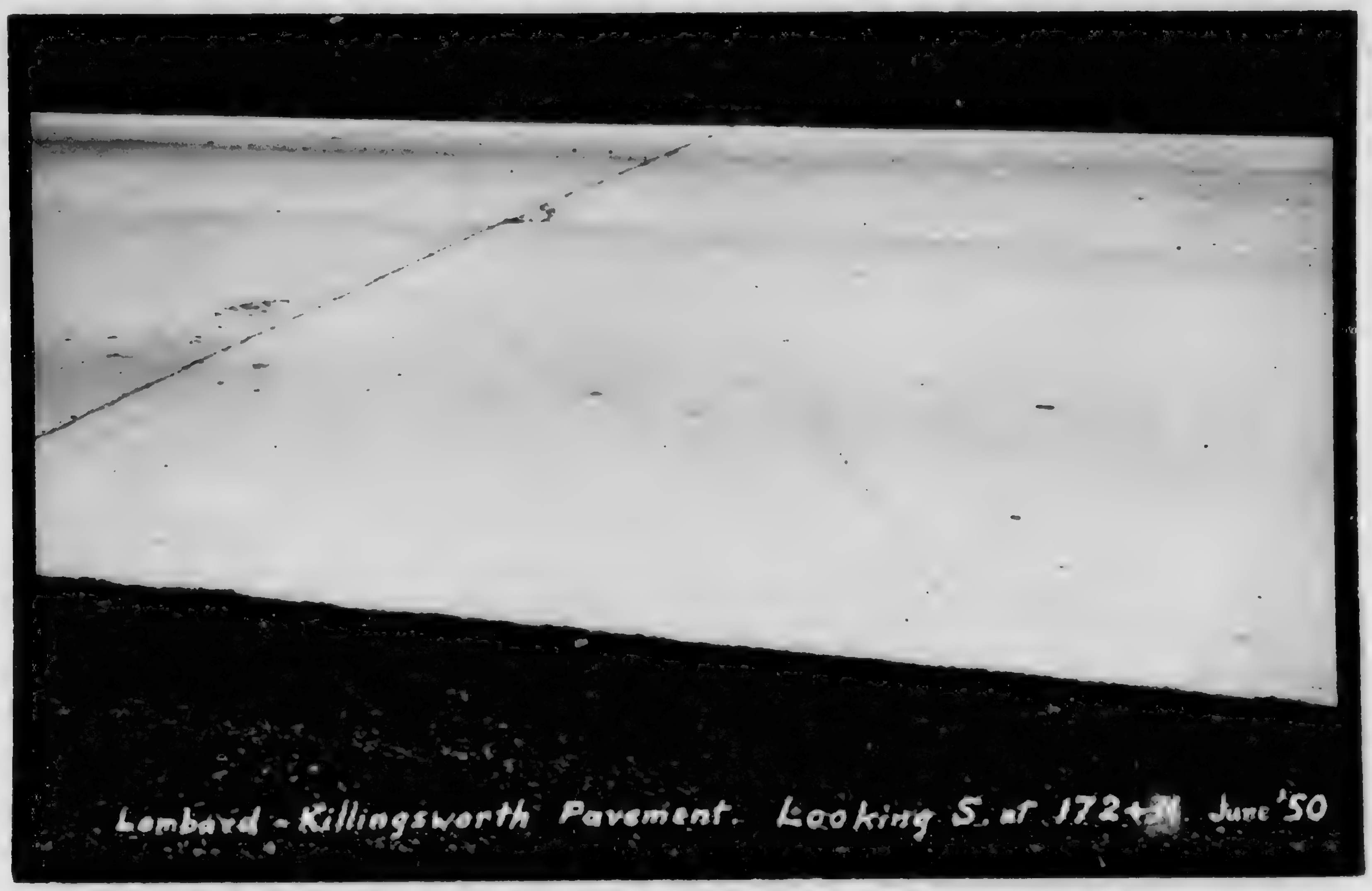
Lombard-Killingsworth Pavement. Looking S. at 163+06. June 1950.



Lombard - Killingsworth Pavement. Looking S. at 171+61. June 8, 1950

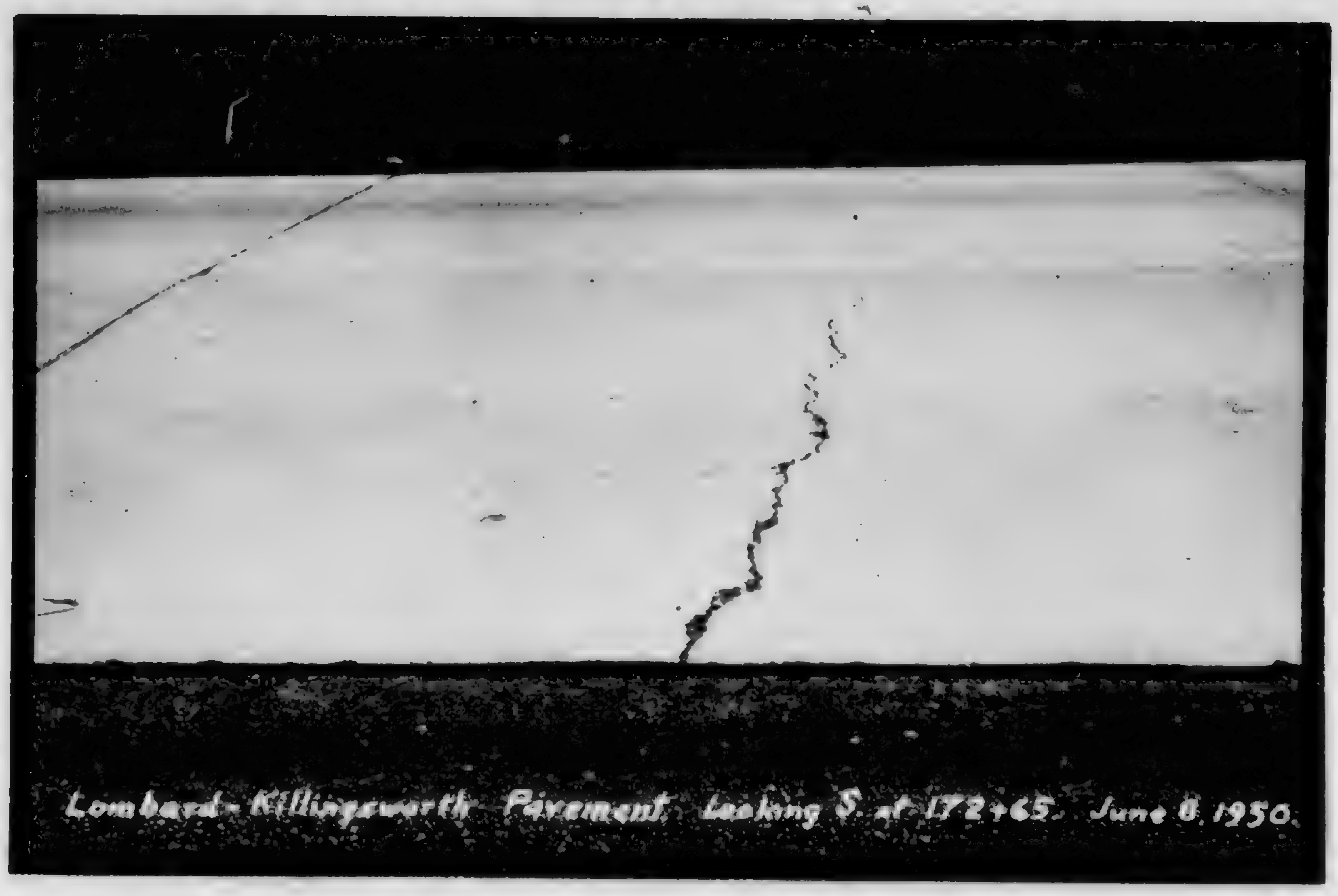


Lombard-Killingsworth Pavement. Looking S. at 172+15. June 1950

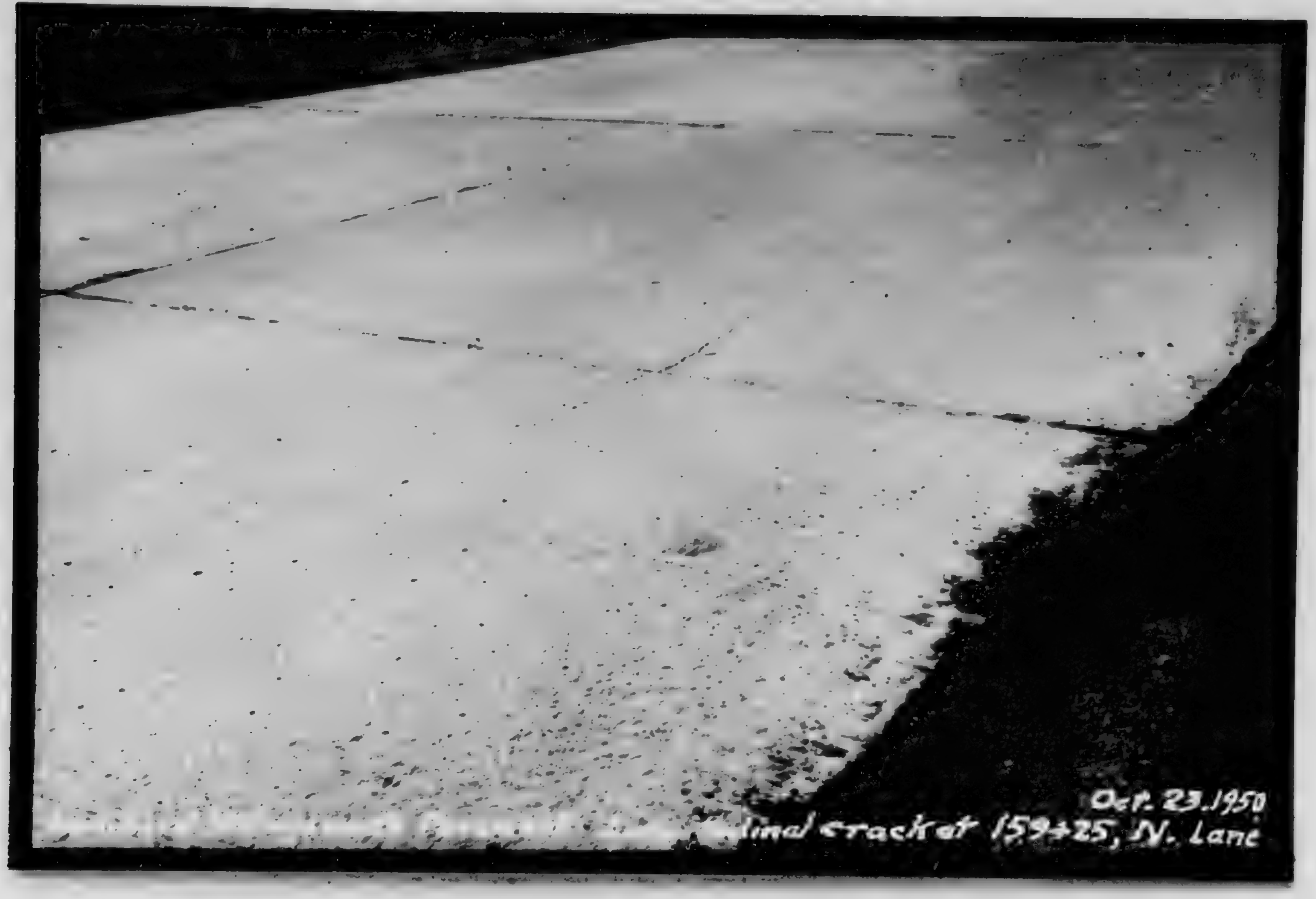


Lombard-Killingsworth Pavement. Looking S. at 172+11. June '50

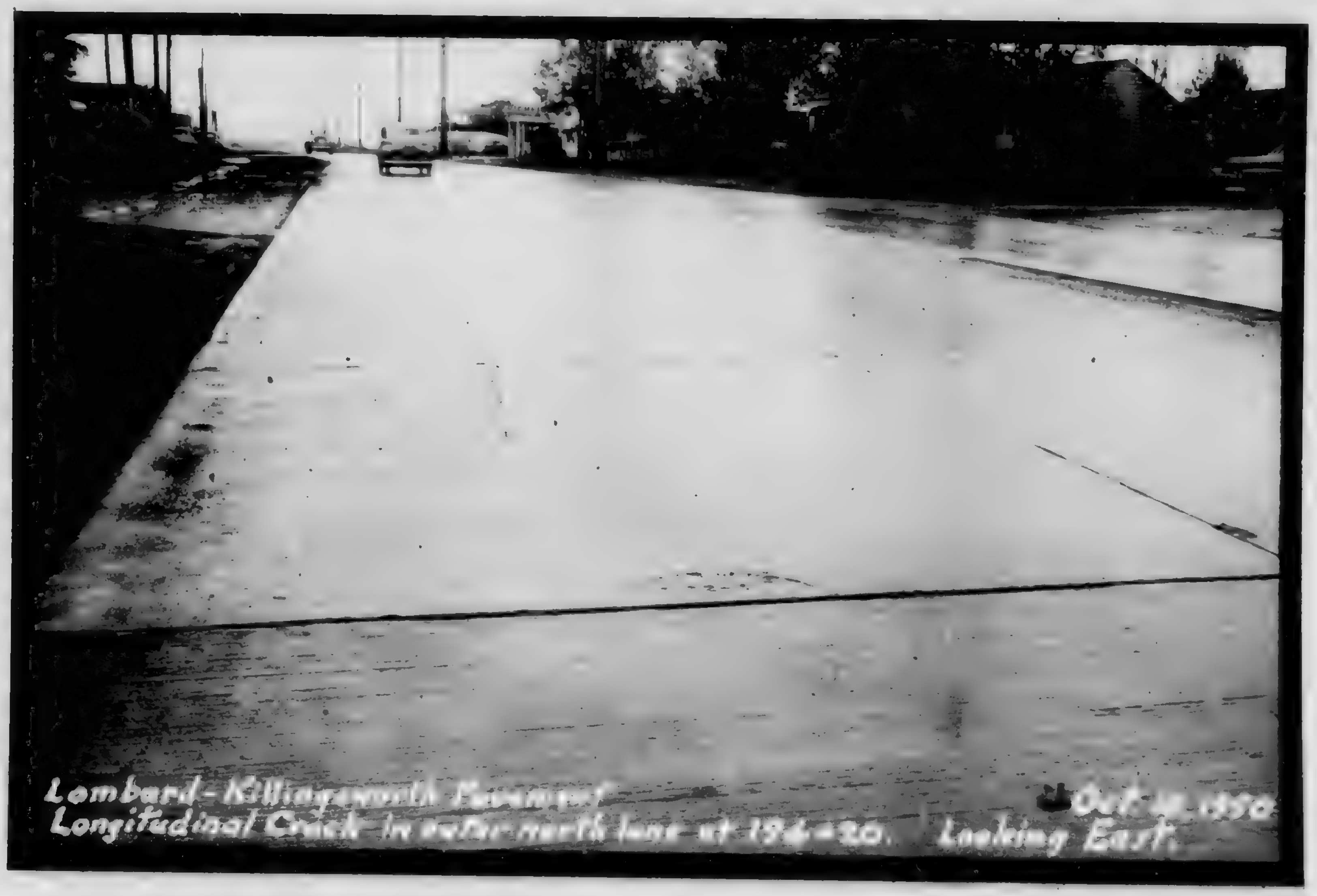
Lombard-Killingsworth Paving, Portland. Crack at Sta. 172+65. Oct. 24, 1945.



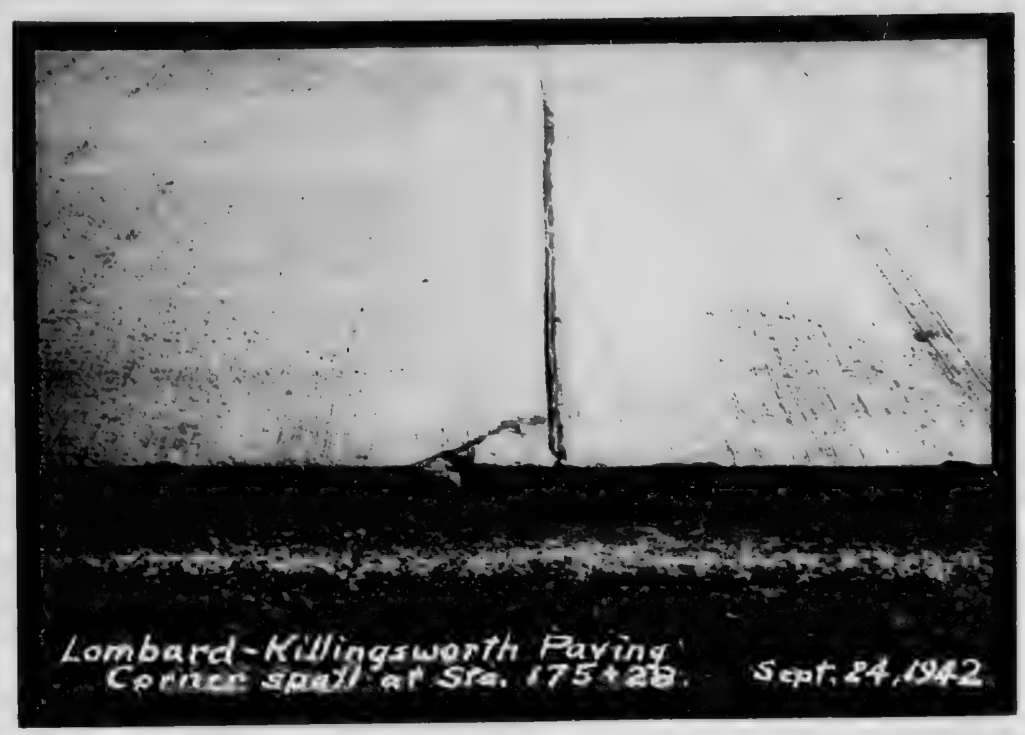
Lombard-Killingsworth Pavement. Looking S. at 172+65. June 8, 1950.



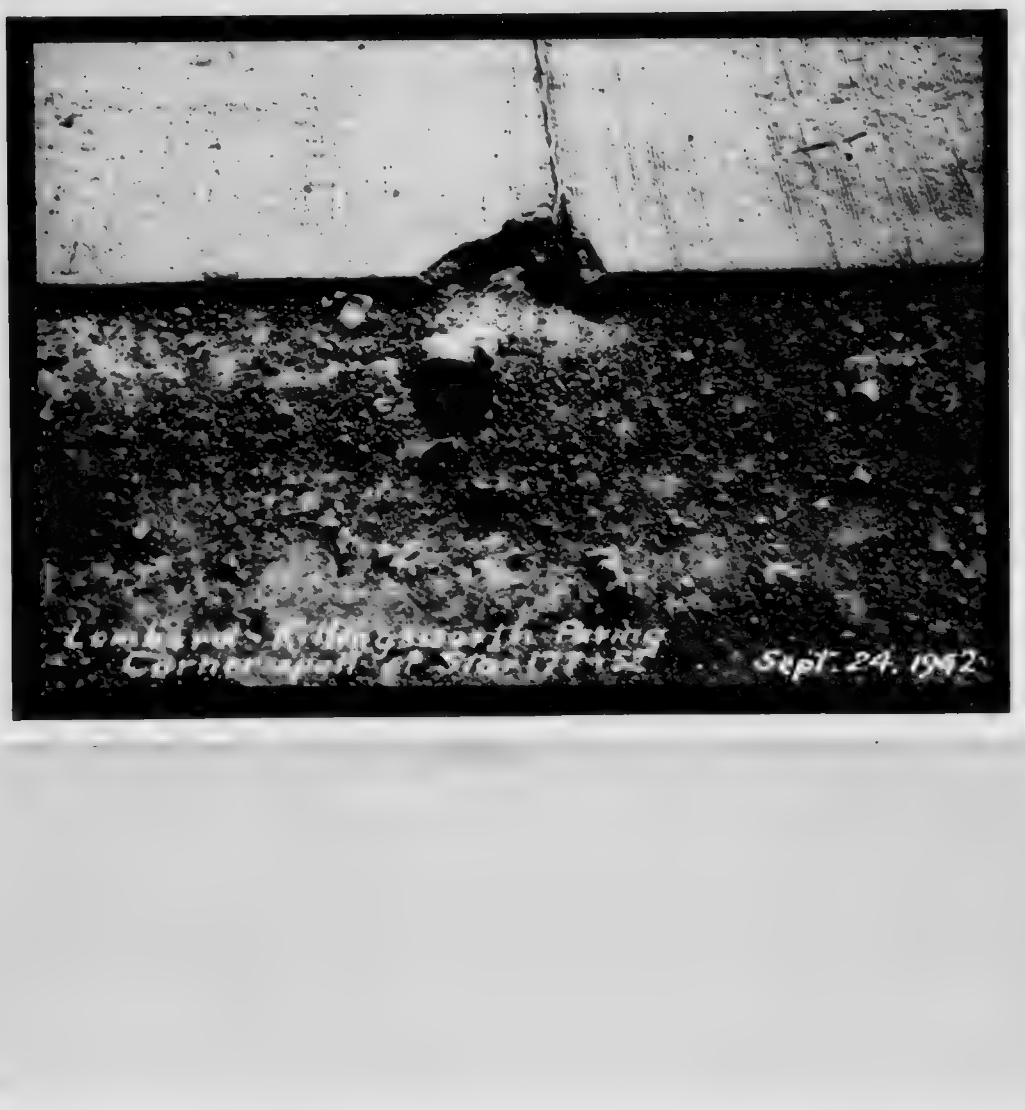
Oct. 23.1950
Lombard-Killingsworth Pavement Longitudinal crack at 159+25, N. Lane



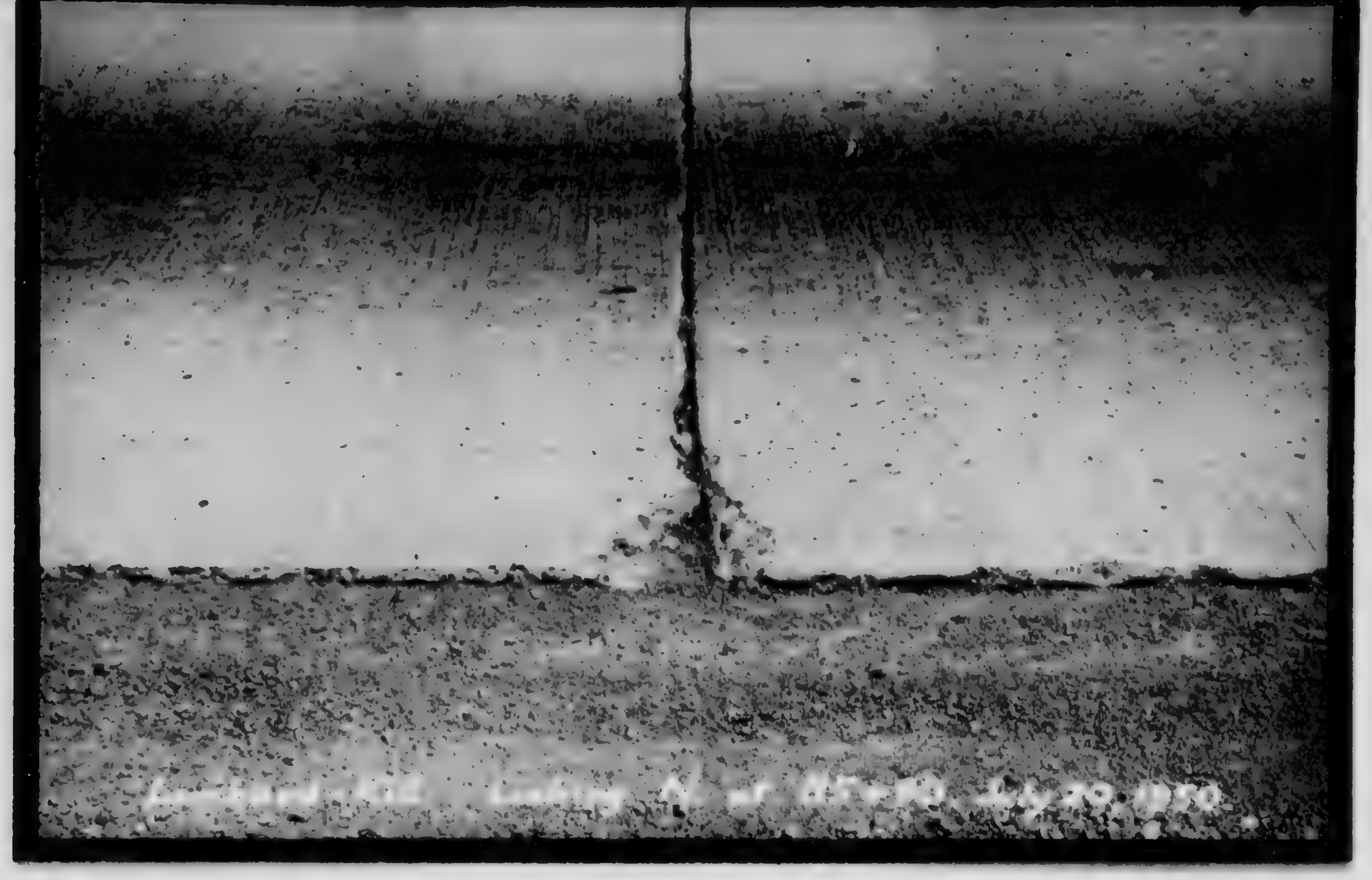
Lombard-Killingsworth Pavement
Longitudinal Crack in outer north lane at 194+20. Looking East.
Oct. 18.1950



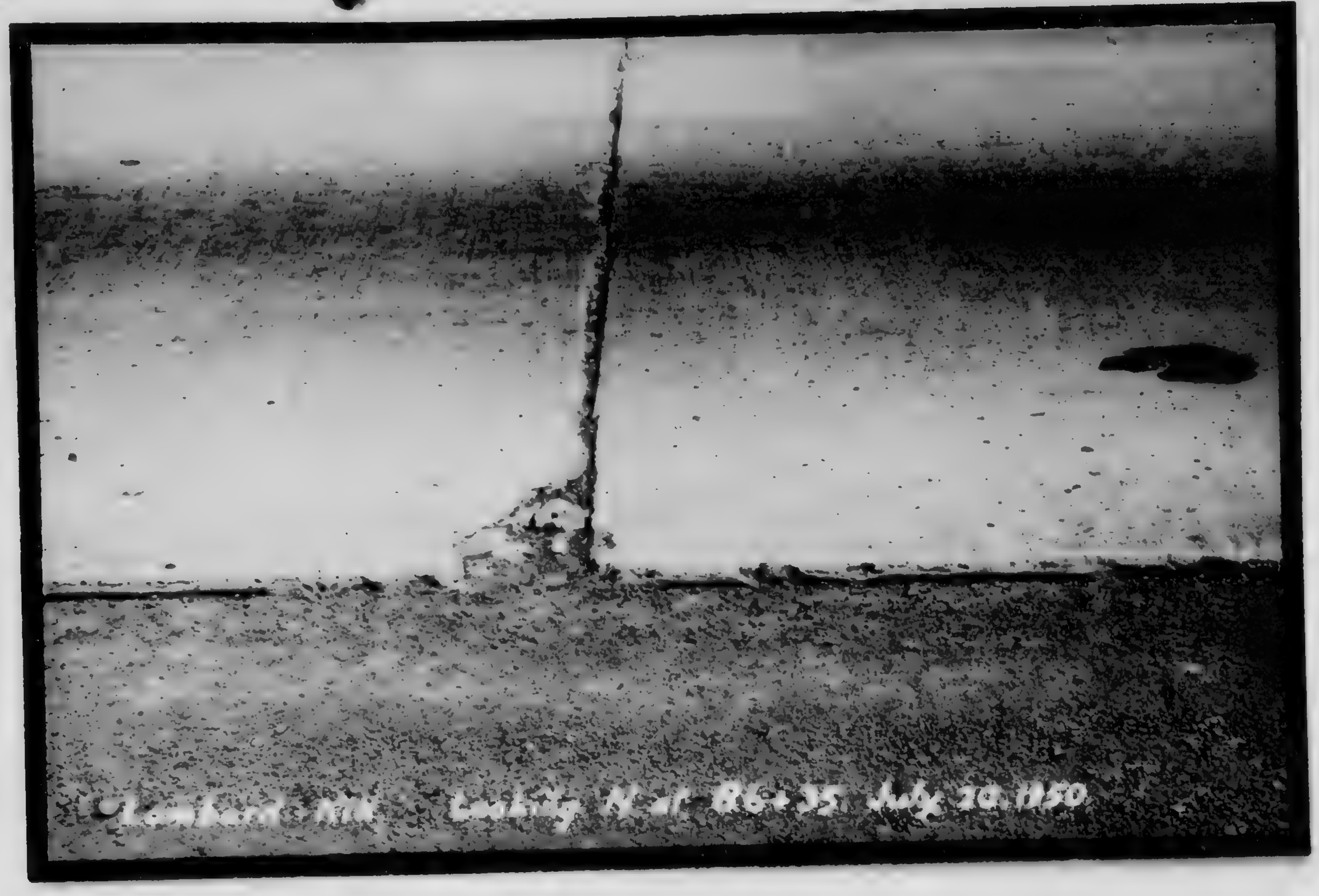
Lombard-Killingsworth Paving
Corner spall at Sta. 175+28. Sept. 24, 1942



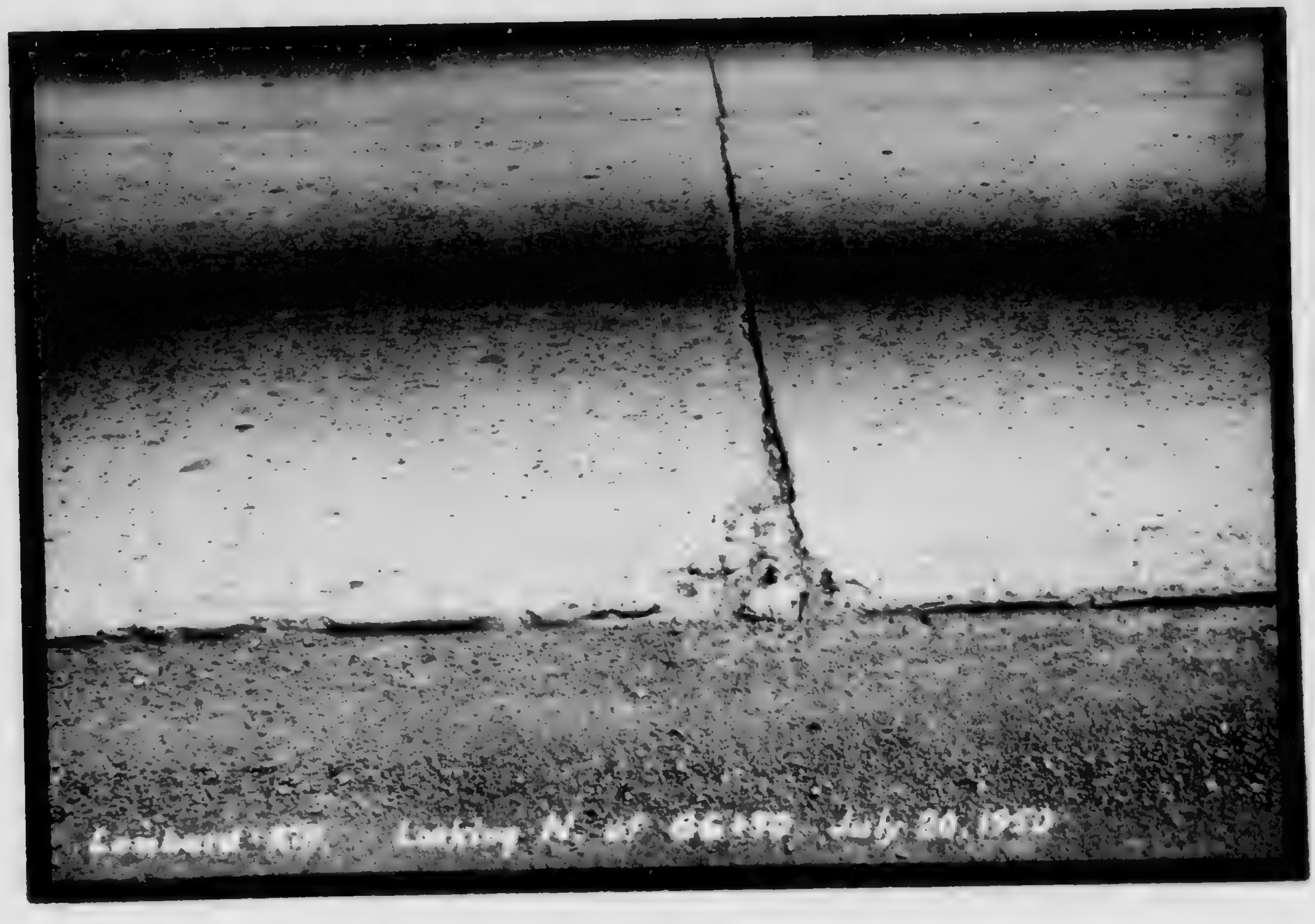
Lombard-Killingsworth Paving
Corner spall at Sta. 177+[illegible] Sept. 24, 1942


Lombard - Hill Looking N at 85+80 July 20, 1950

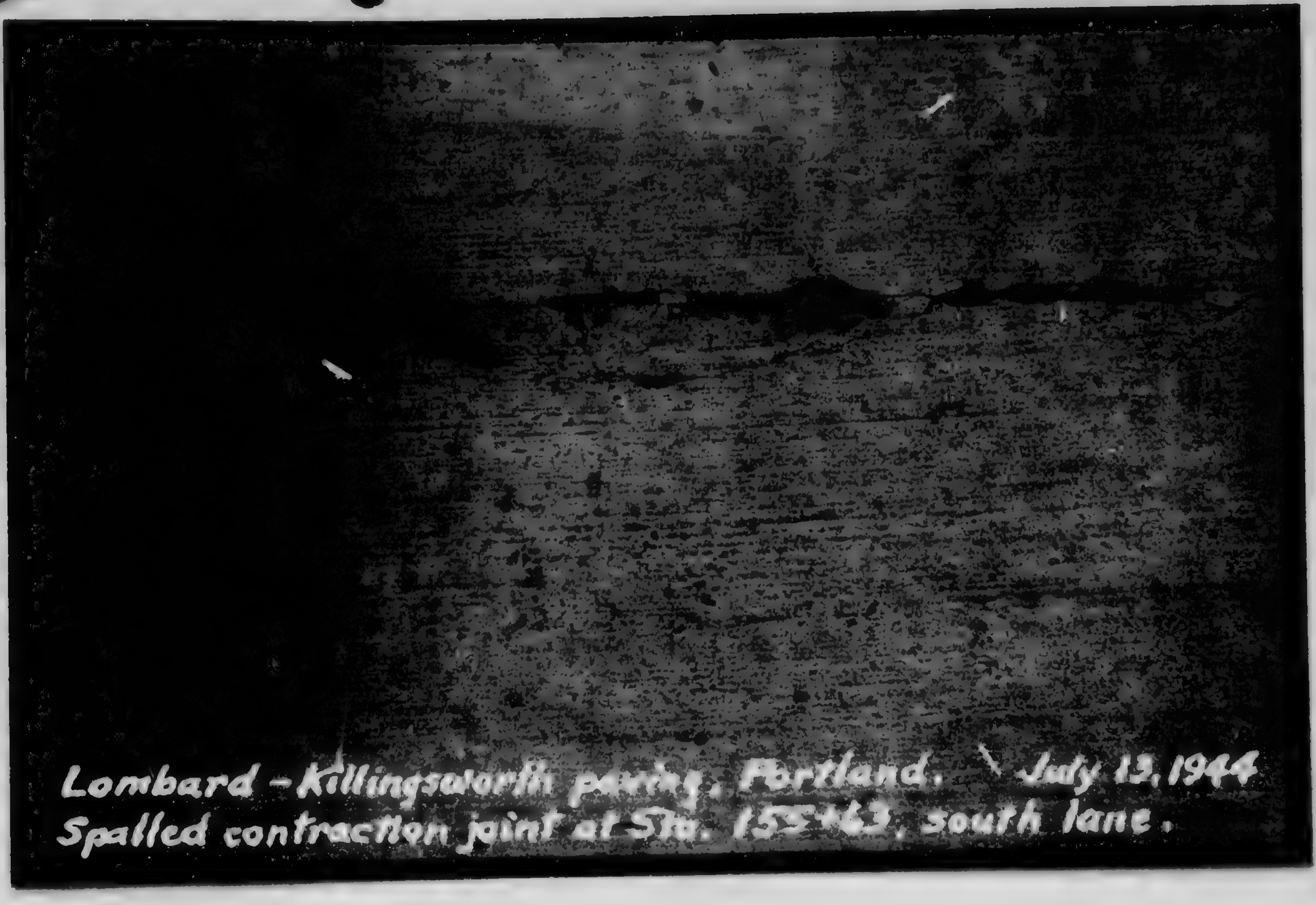
Lombard - Hill Looking N at 86+05 July 20, 1950



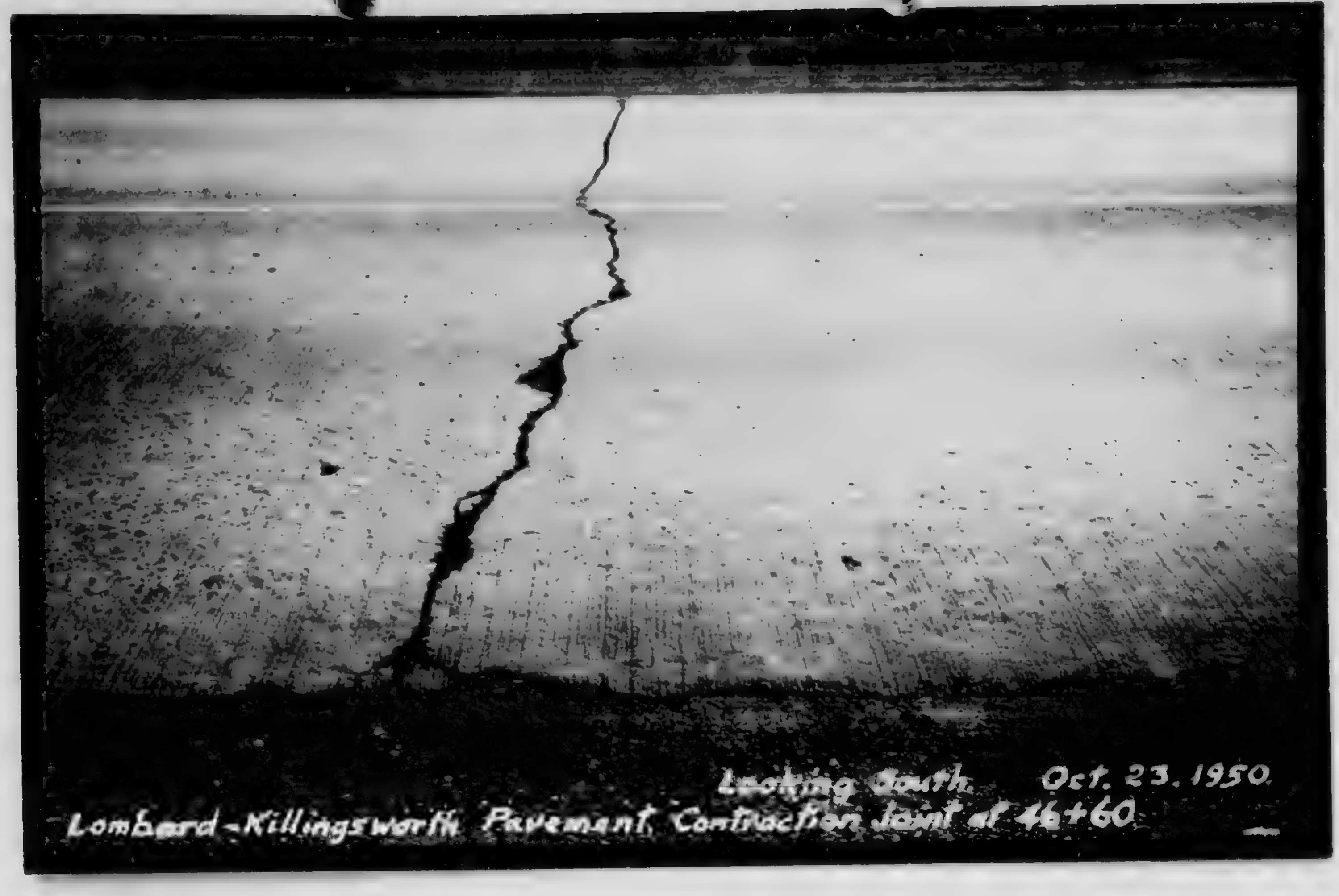
Lombard Rd. Looking N. at 86+35 July 20, 1950

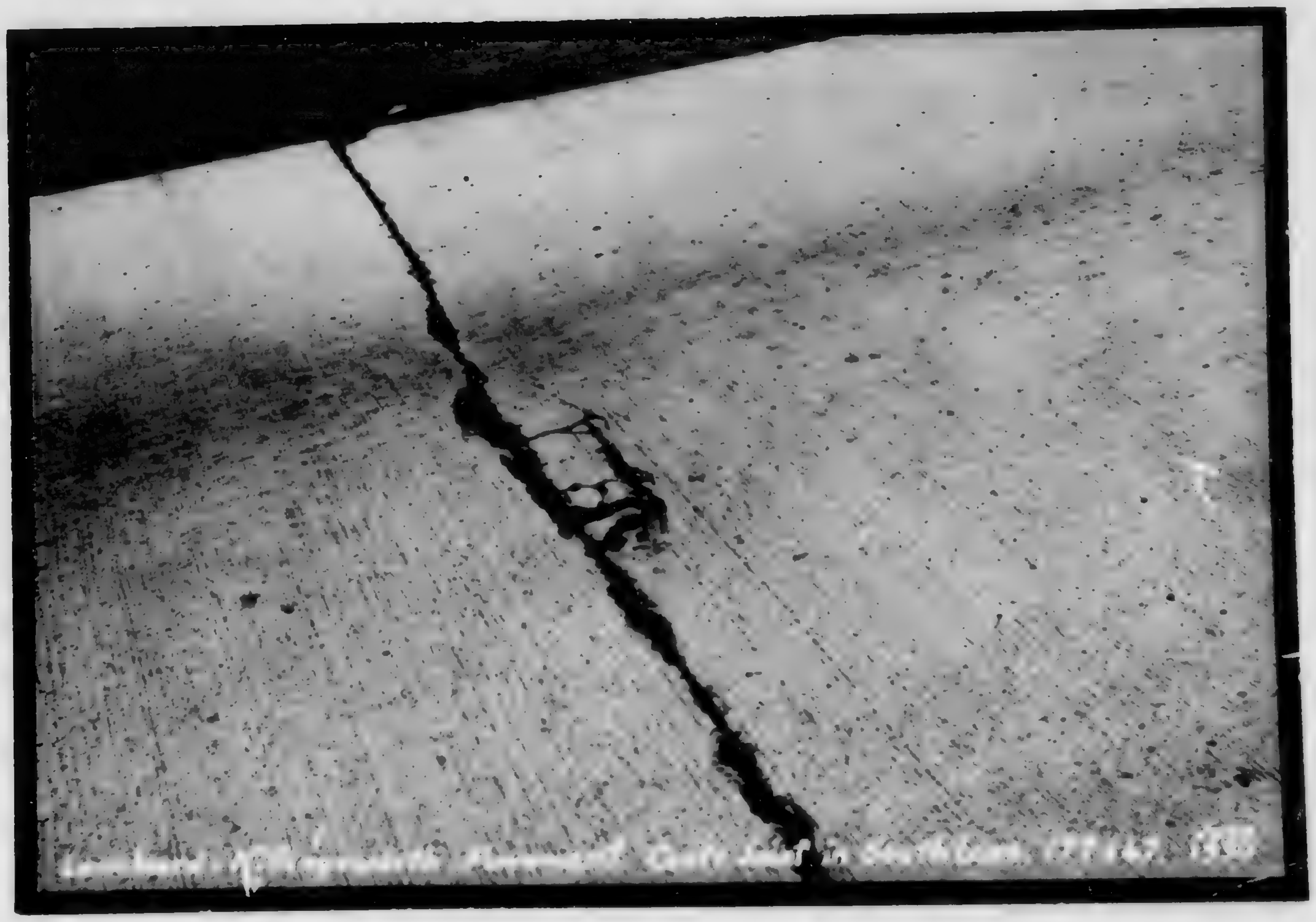


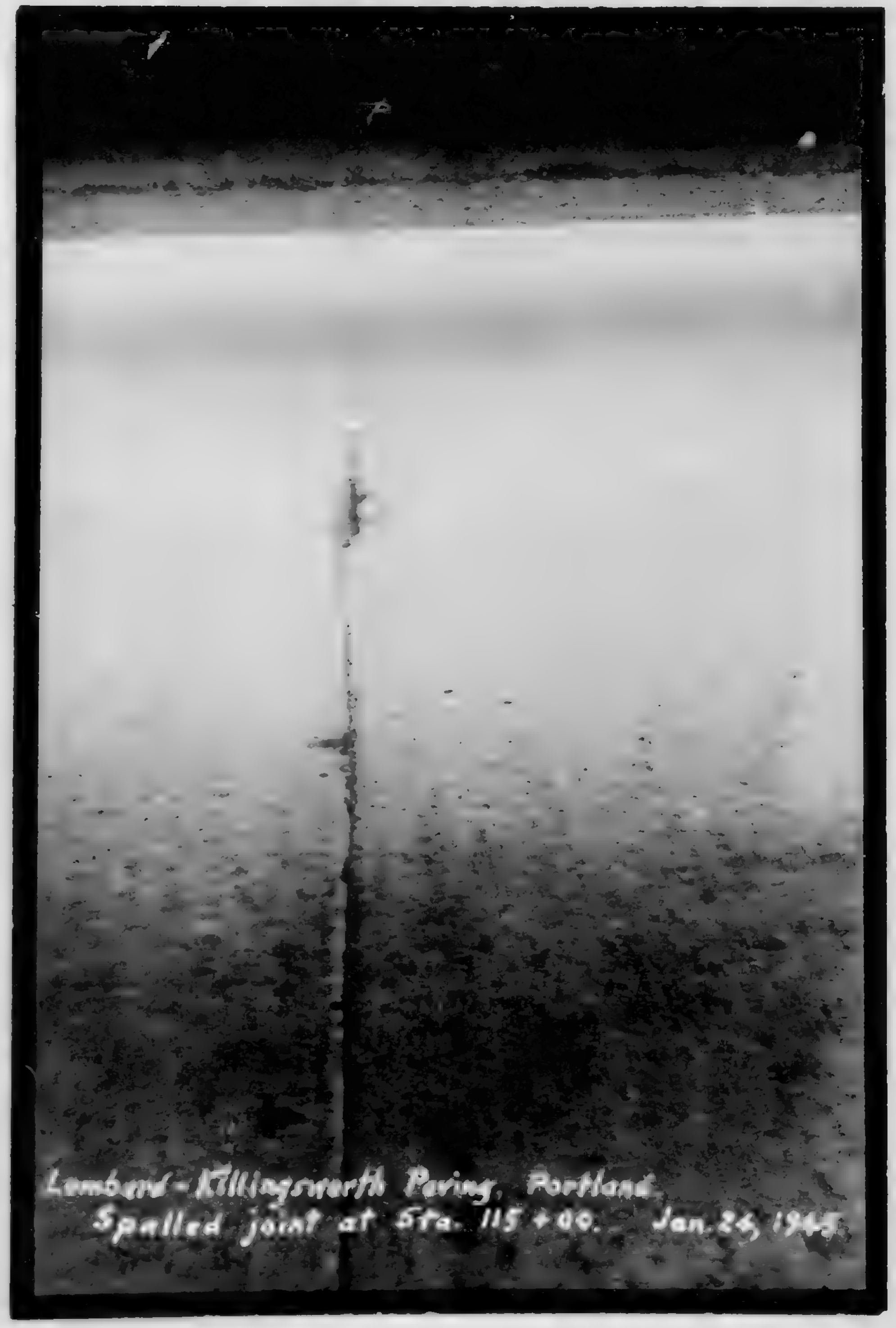
Lombard Rd. Looking N. at 86+90 July 20, 1950



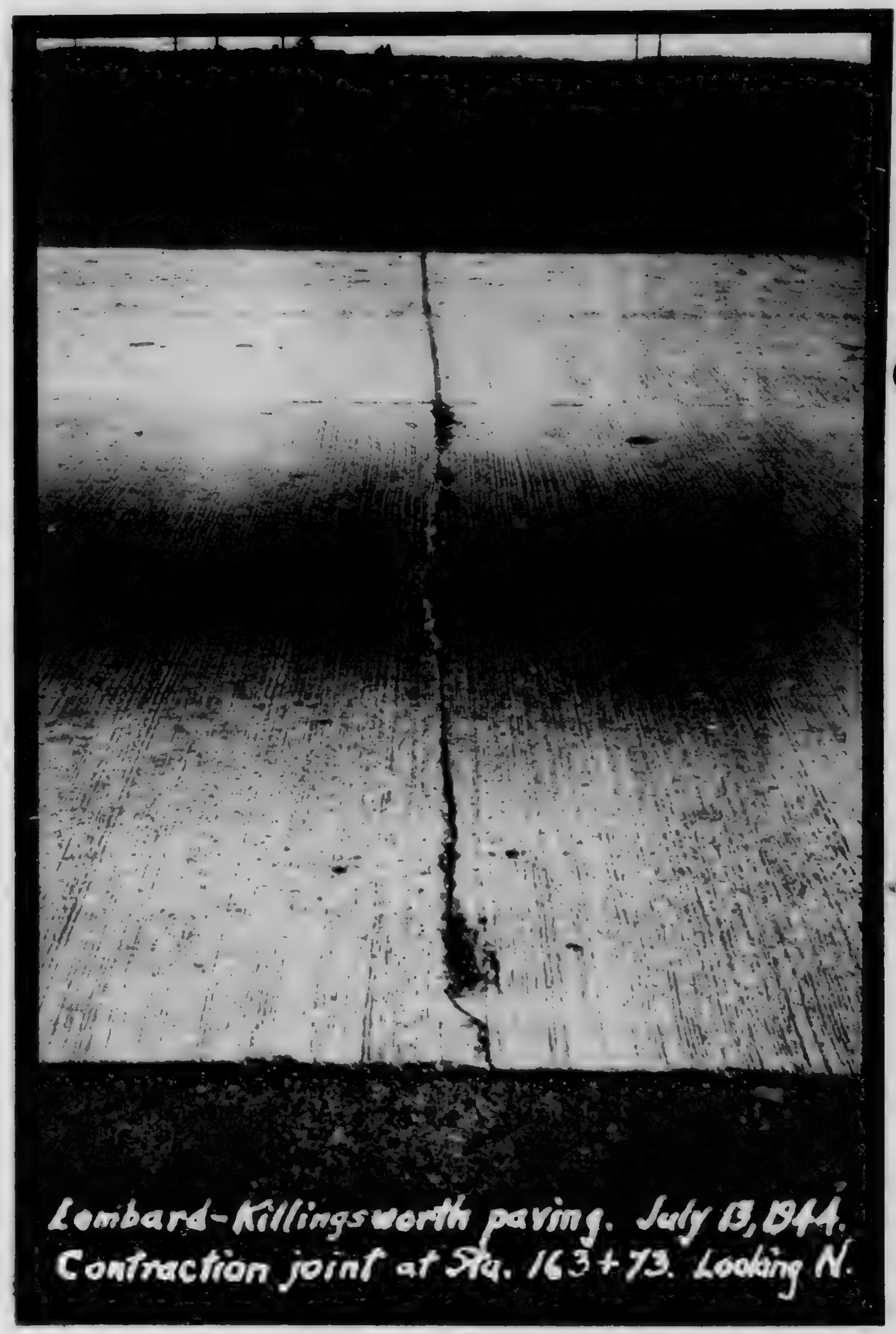
Lombard - Killingsworth paving. Portland. July 13, 1944
Spalled contraction joint at Sta. 155+63. south lane.


Looking South. Oct. 23. 1950.
Lombard-Killingsworth Pavement. Contraction Joint at 46+60

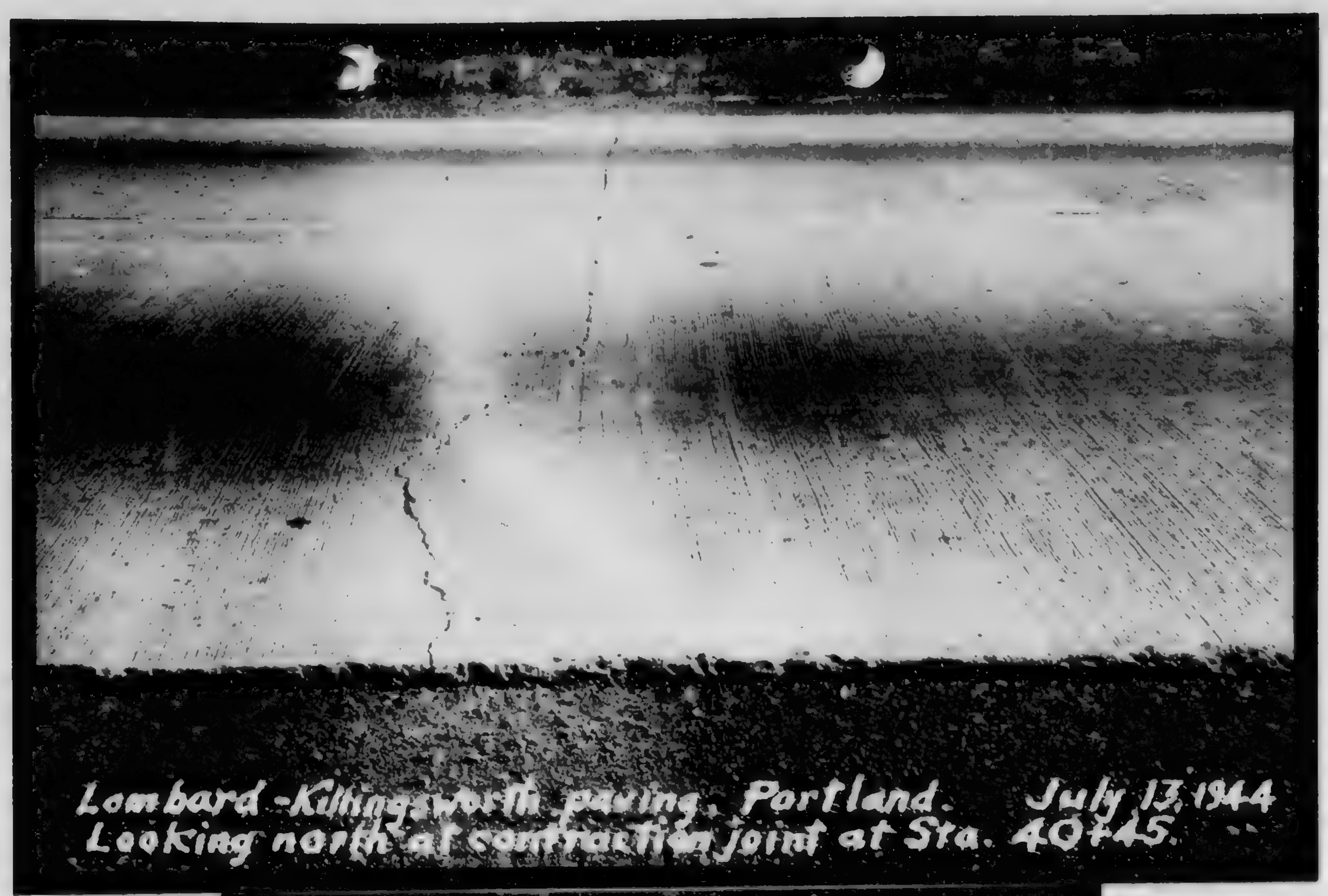

Lombard-Killingsworth Pavement. Const. Joint in South Lane. 177+47. 1950



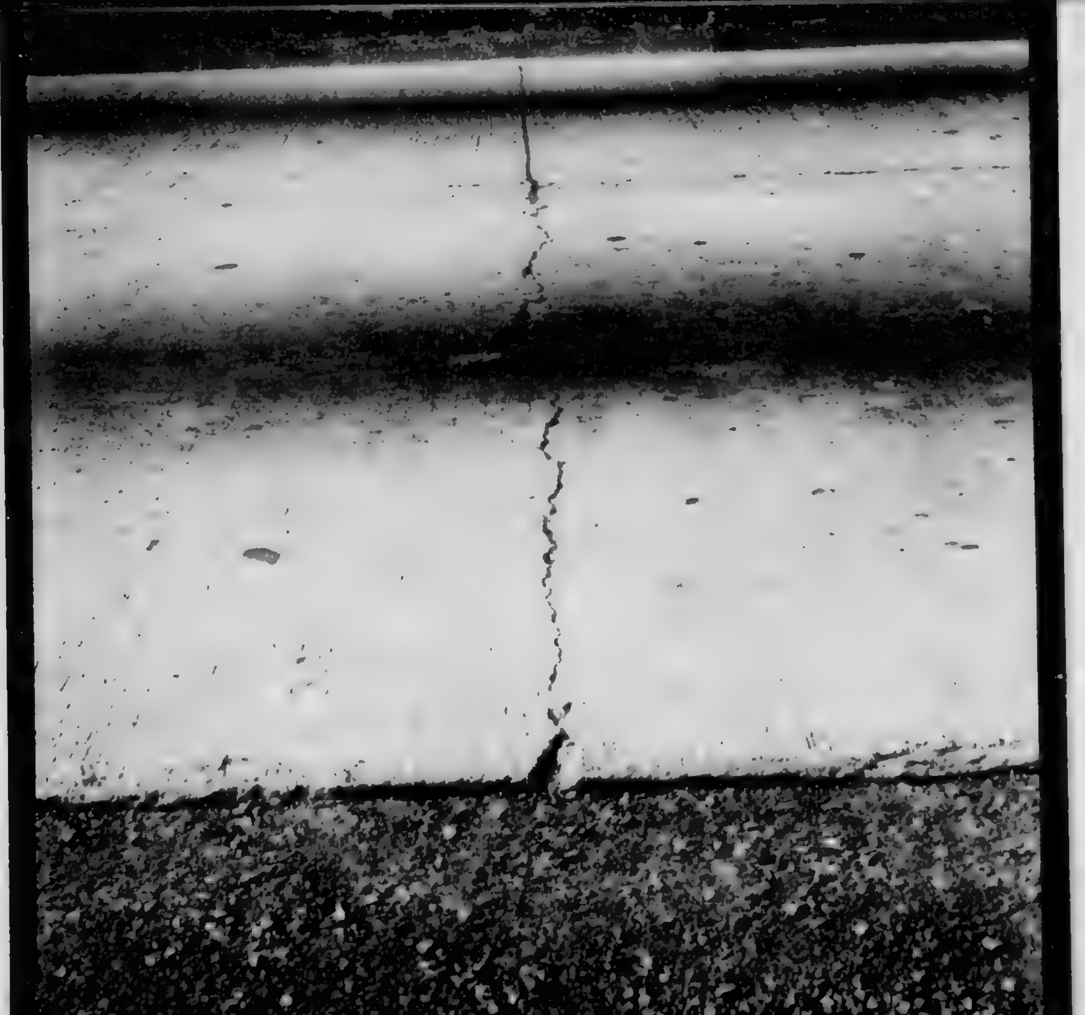
Lombard-Killingsworth Paving, Portland.
Spalled joint at Sta. 115+00. Jan. 24, 1945.



Lombard-Killingsworth paving. July 13, 1944.
Contraction joint at Sta. 163+73. Looking N.

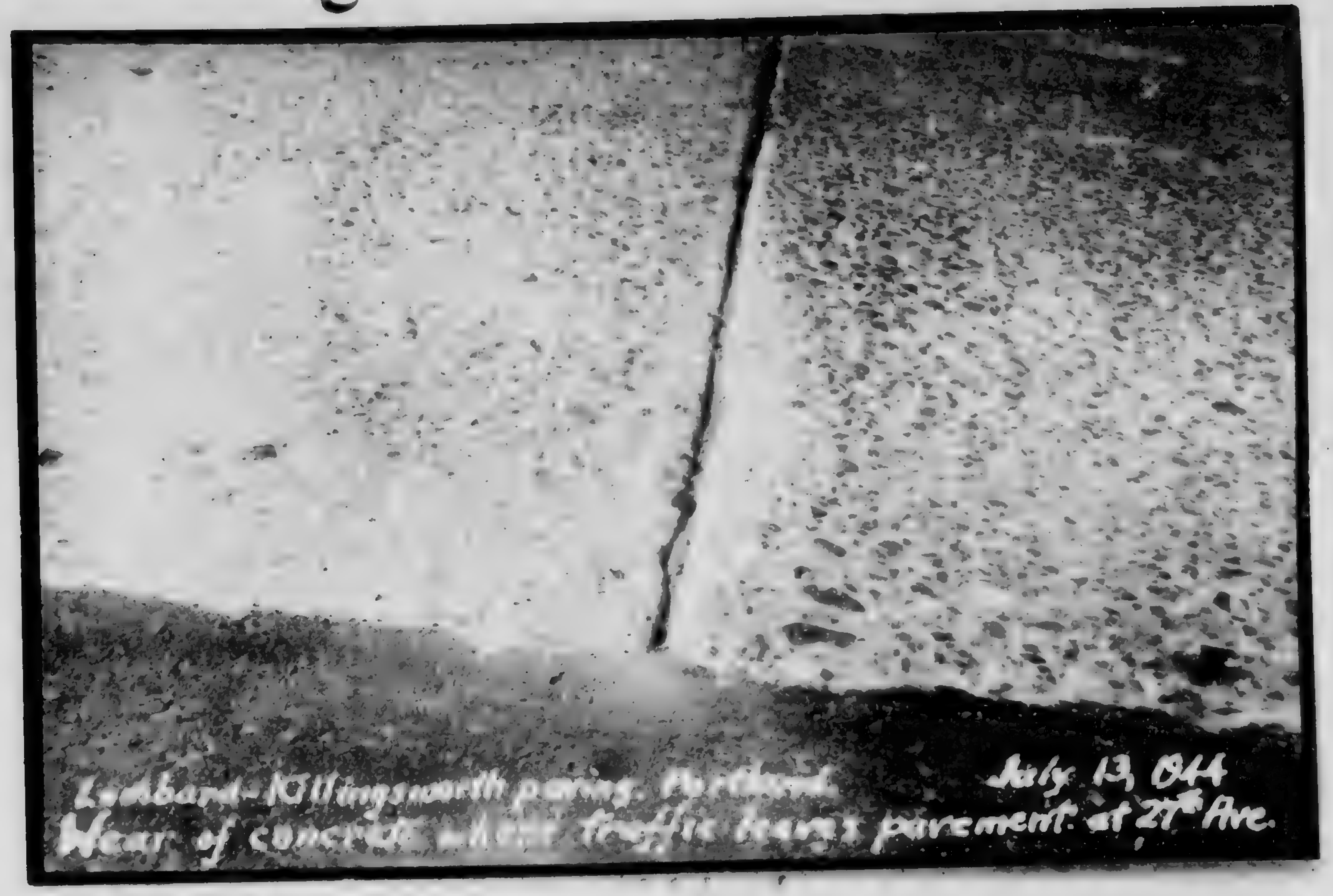


Lombard-Killingsworth paving. Portland. July 13, 1944
Looking north at contraction joint at Sta. 40+45.

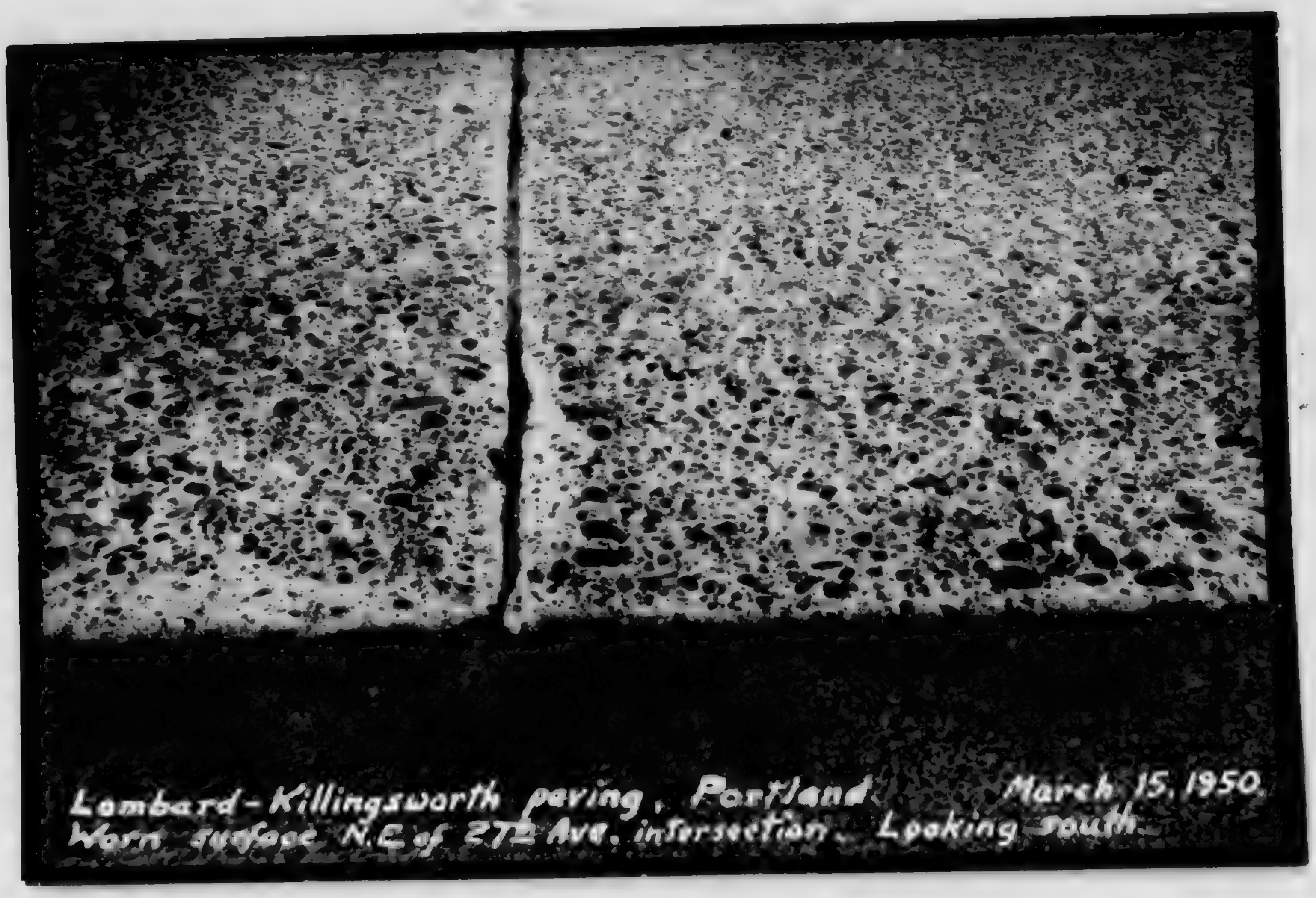


Lombard-Killingsworth Paving. July 13 '44
Contraction Joint at 45+55. Looking S.

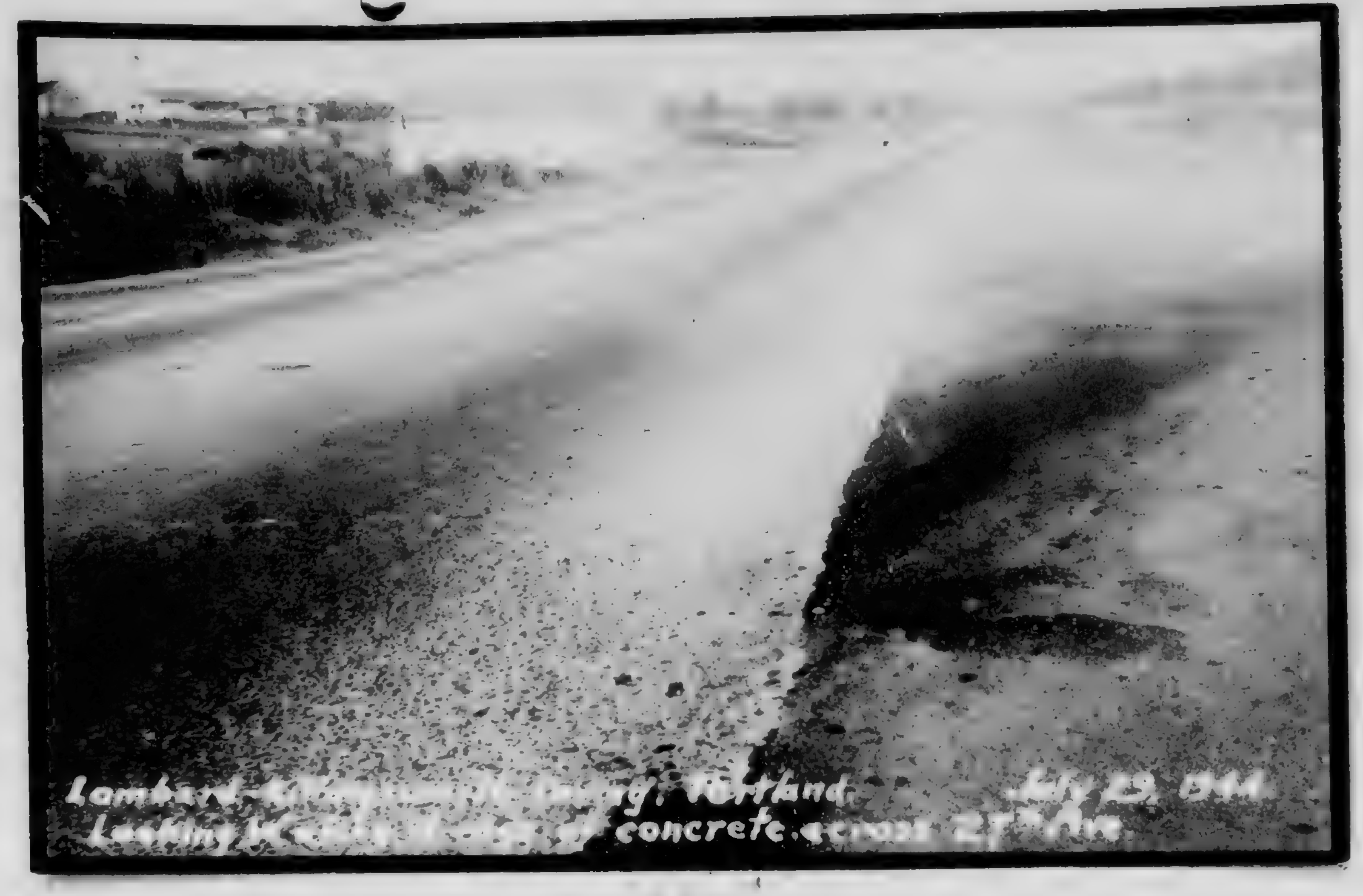
Lombard-Killingsworth Paving. July 13, 1944
Expansion Joint at Sta. 46+00 Looking S.



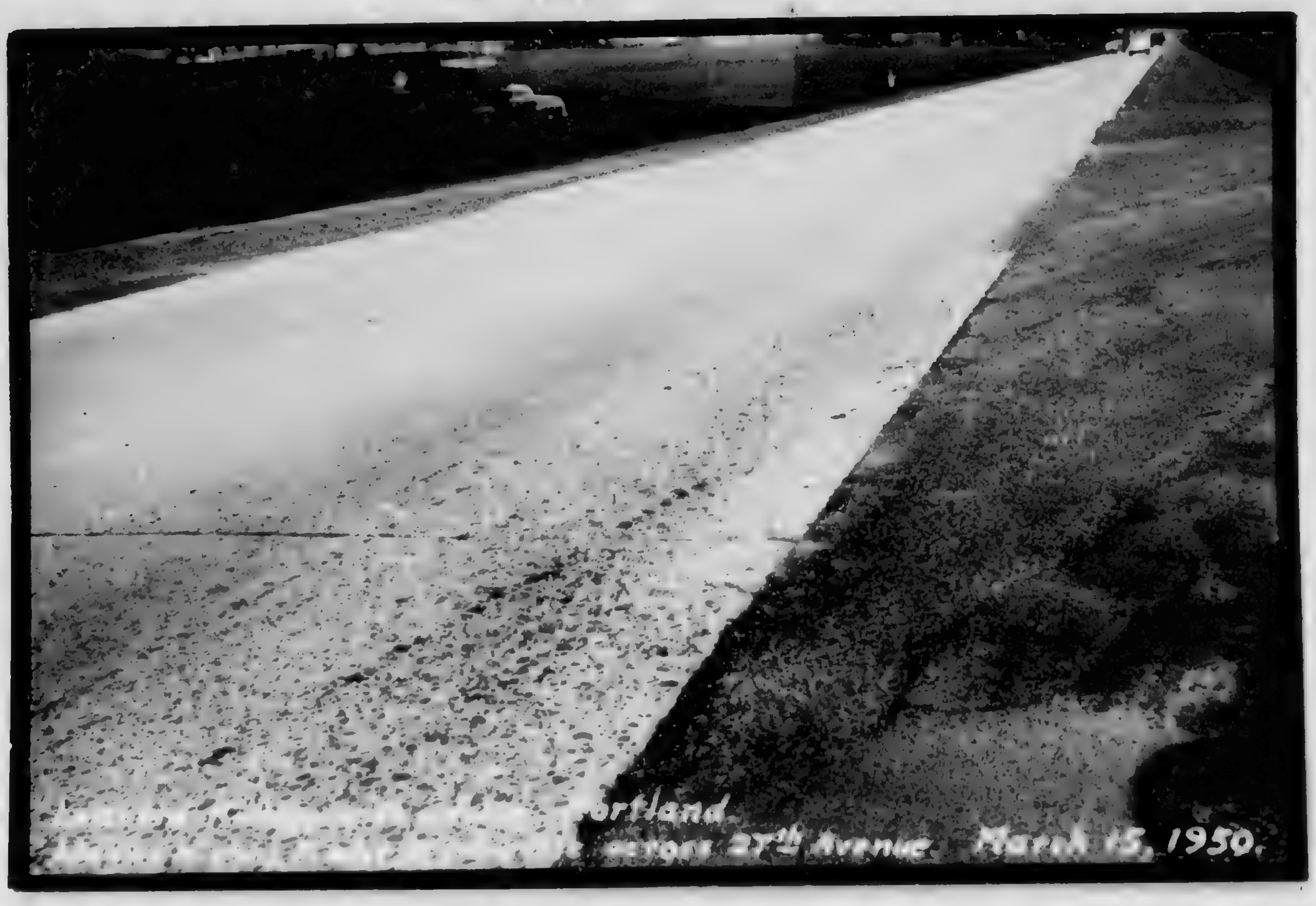
Lombard-Killingsworth paving. Portland. July 13, 1944
Wear of concrete where traffic leaves pavement at 27th Ave.



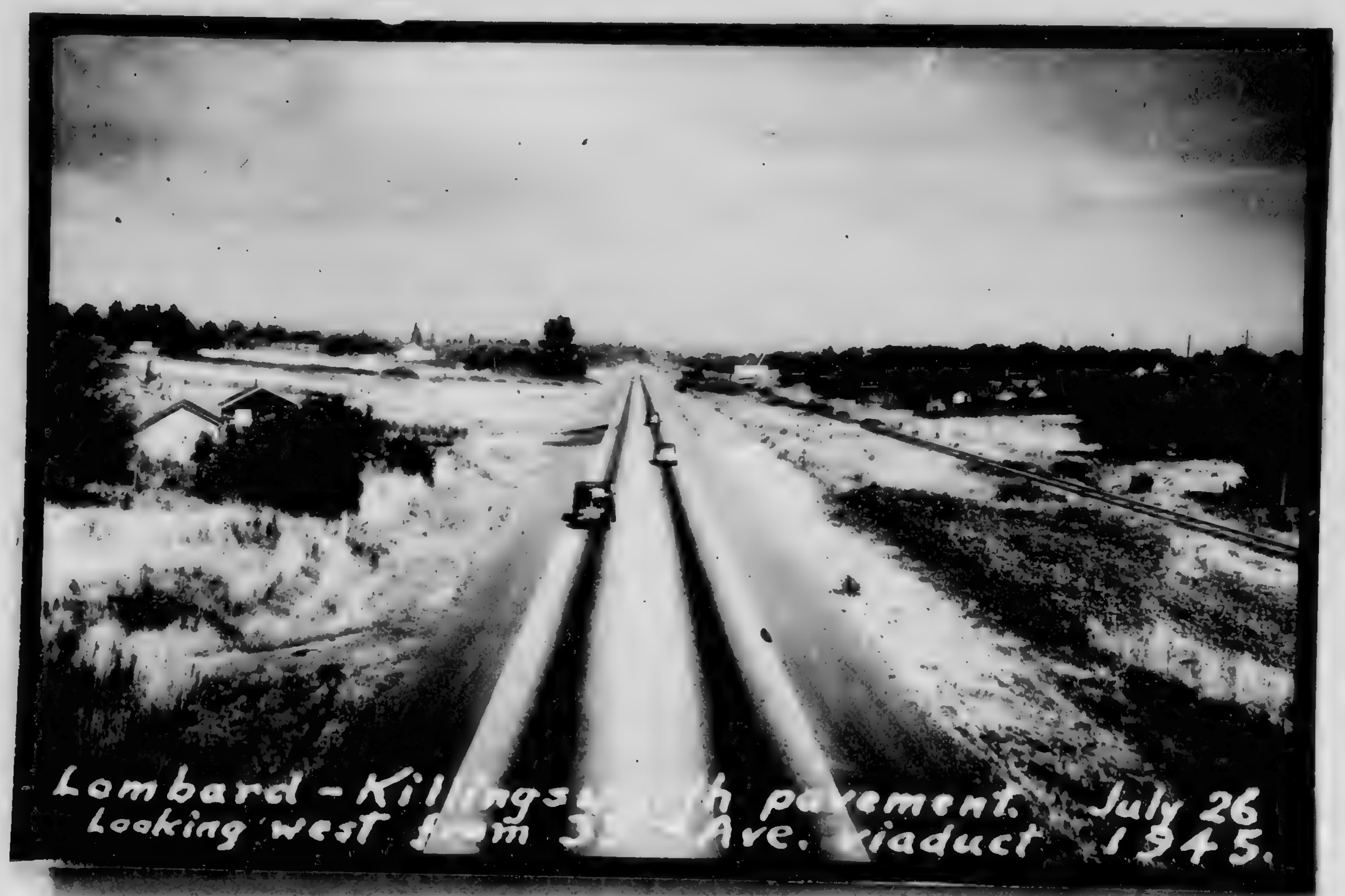
Lombard-Killingsworth paving, Portland March 15, 1950.
Worn surface N.E of 27th Ave. intersection. Looking south.



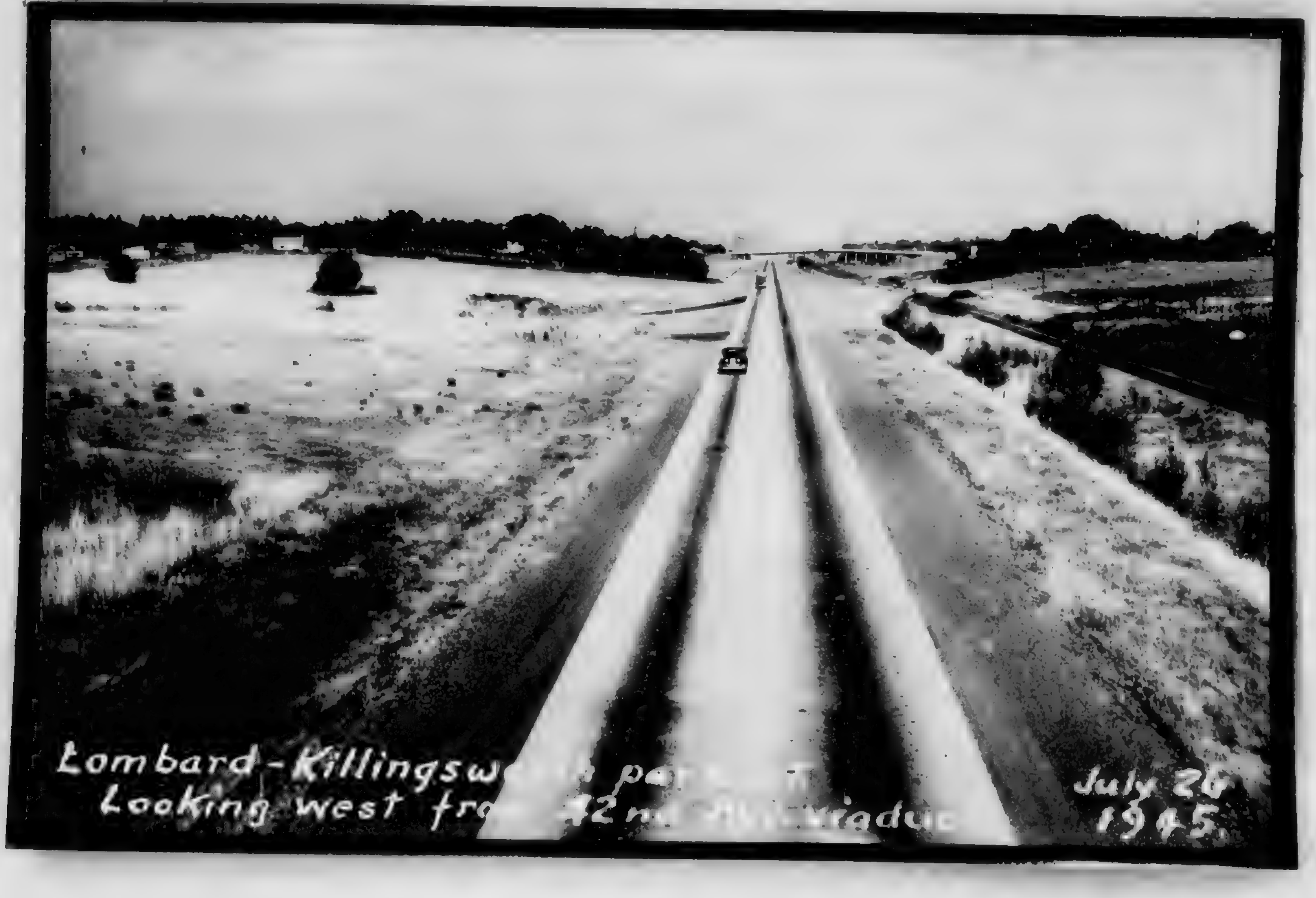
Lombard-[illegible] Portland. July 29, 1944.
Looking W[illegible] of concrete across 27th Ave.



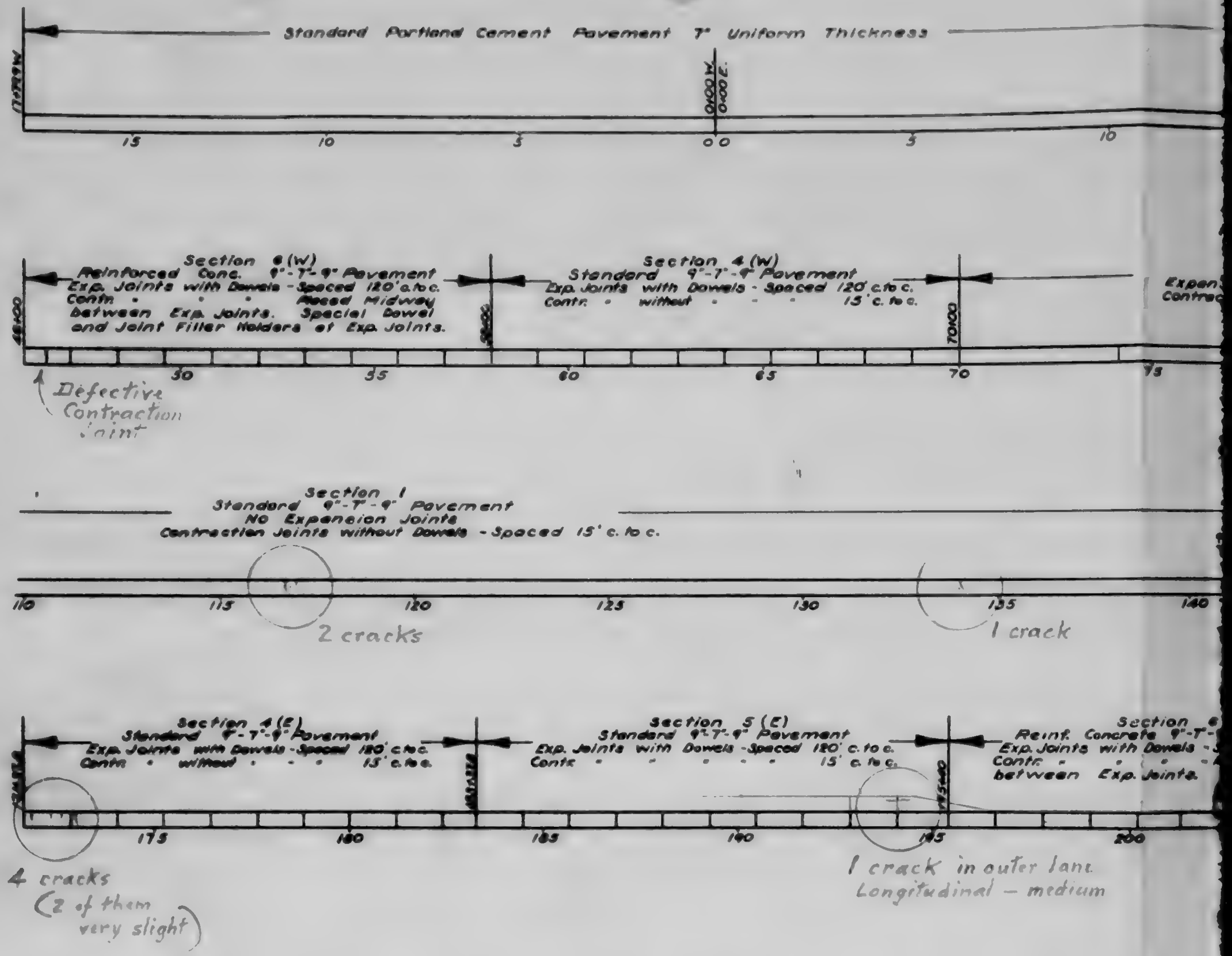
[illegible] Portland.
[illegible] across 27th Avenue. March 15, 1950.



Lombard-Killingsworth pavement. July 26
Looking west from 3[illegible] Ave. viaduct 1945.



Lombard-Killingsworth pavement. July 26
Looking west from 42nd Ave. viaduct 1945.


Standard Portland Cement Pavement 7" Uniform Thickness
0+00 W.
0+00 E.
15
10
5
0 0
5
10
Section 6 (W)
Reinforced Conc. 9"-7"-9" Pavement
Exp. Joints with Dowels - Spaced 120' c. to c.
Contn. " " " Placed Midway between Exp. Joints. Special Dowel and Joint Filler Holders at Exp. Joints.
46+00
58+00
Section 4 (W)
Standard 9"-7"-9" Pavement
Exp. Joints with Dowels - Spaced 120' c. to c.
Contr. " without " " " 15' c. to c.
70+00
Expan
Contrac
30
35
60
65
70
75
Section 1
Standard 9"-7"-9" Pavement
No Expansion Joints
Contraction Joints without Dowels - Spaced 15' c. to c.
110
115
120
125
130
135
140
Section 4 (E)
Standard 9"-7"-9" Pavement
Exp. Joints with Dowels - Spaced 120' c. to c.
Contn. " without " " " 15' c. to c.
Section 5 (E)
Standard 9"-7"-9" Pavement
Exp. Joints with Dowels - Spaced 120' c. to c.
Contn. " " " " " 15' c. to c.
195+40
Section 6
Reint. Concrete 9"-7"-
Exp. Joints with Dowels -
Contr. " " "
between Exp. Joints.
175
180
185
190
195
200

Defective Contraction Joint

2 cracks

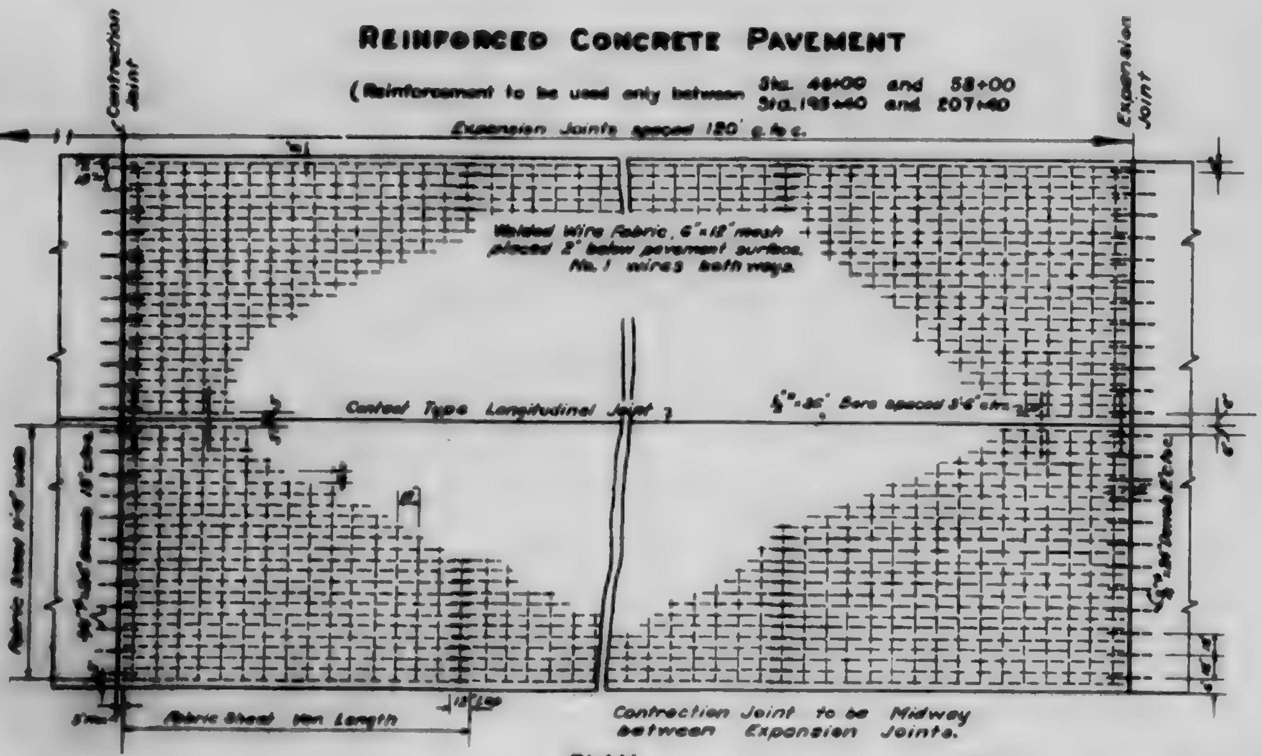
1 crack

4 cracks (2 of them very slight)

1 crack in outer lane Longitudinal – medium

REINFORCED CONCRETE PAVEMENT

(Reinforcement to be used only between Sta. 46+00 and 58+00
Sta. 195+40 and 207+40

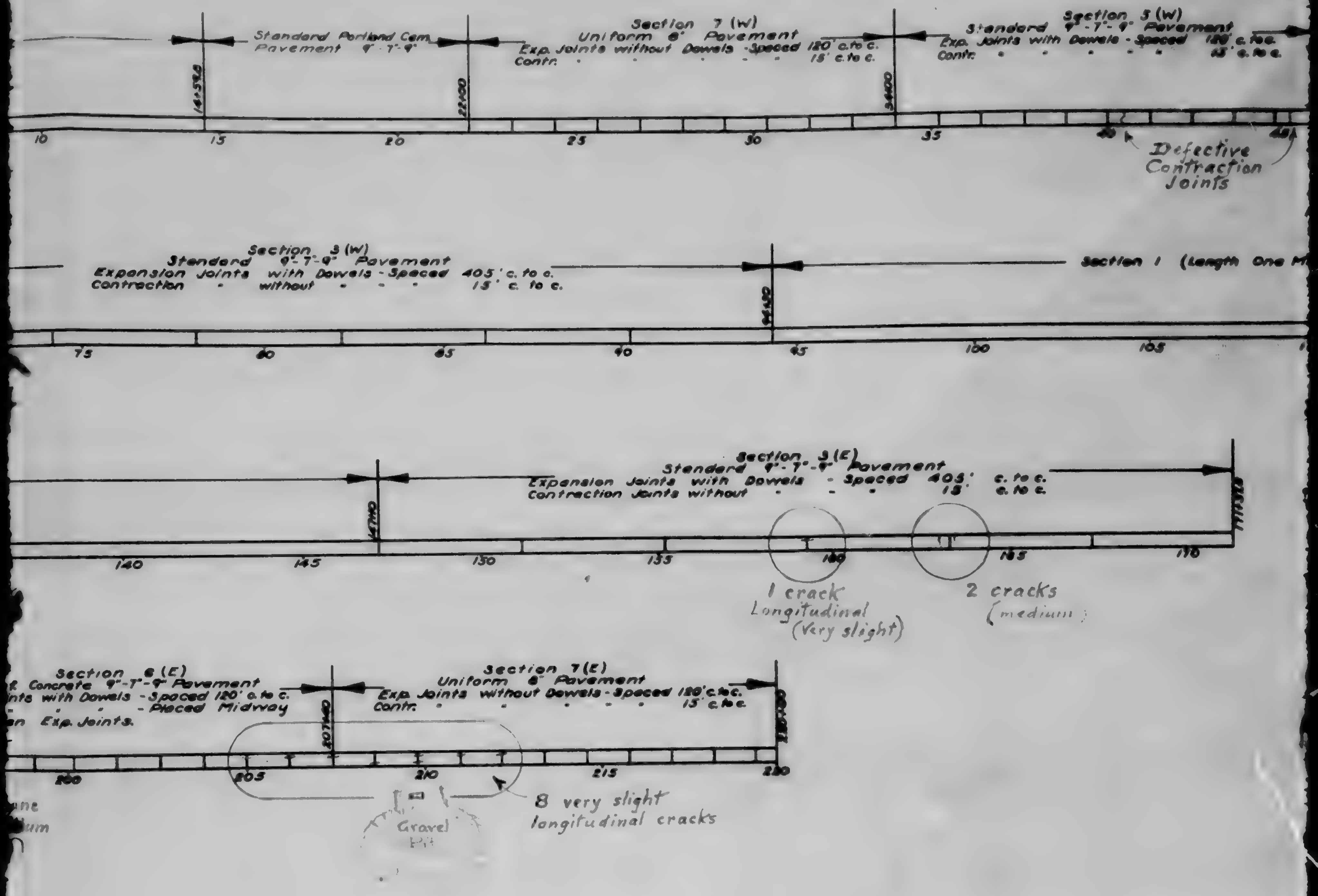

Contraction Joint
Expansion Joint
Expansion Joints spaced 120' c. to c.
Welded Wire Fabric, 6"×12" mesh placed 2" below pavement surface. No. 1 wires both ways.
Contact Type Longitudinal Joint
Bars spaced 3'-6" ctrs.
Fabric Sheet Ten Length
Dowels 15" ctrs.
Fabric Sheet width
Contraction Joint to be Midway between Expansion Joints.

PLAN

Scale: 1"=5'

NOTE: If Fabric Sheet of specified width is not obtainable, lap should be 12 inches.

SHEET NO. 2
PROJECT NO.



Standard Portland Cem. Pavement 9"-7"-9"
Section 7 (W)
Uniform 6" Pavement
Exp. Joints without Dowels - Spaced 120' c. to c.
Contr. - - - - - 15' c. to c.
Section 3 (W)
Standard 9"-7"-9" Pavement
Exp. Joints with Dowels - Spaced 120' c. to c.
Contr. - - - - - 15' c. to c.
14+57.5
22+00
34+00
10
15
20
25
30
35
40
Defective Contraction Joints
Section 3 (W)
Standard 9"-7"-9" Pavement
Expansion Joints with Dowels - Spaced 405' c. to c.
Contraction - without - - - 15' c. to c.
Section 1 (Length One M
75
80
85
90
95
100
105
Section 3 (E)
Standard 9"-7"-9" Pavement
Expansion Joints with Dowels - Spaced 405' c. to c.
Contraction Joints without - - - 15' c. to c.
140
145
150
155
160
165
170
1 crack Longitudinal (Very slight)
2 cracks (medium)
Section 6 (E)
Concrete 9"-7"-9" Pavement
Joints with Dowels - Spaced 120' c. to c.
- - - Placed Midway
Exp. Joints.
Section 7 (E)
Uniform 6" Pavement
Exp. Joints without Dowels - Spaced 120' c. to c.
Contr. - - - - - 15' c. to c.
207+40
220+00
200
205
210
215
220
8 very slight longitudinal cracks
Gravel Pit

NOTE: Section Nos. refer to experimental sections. (W) and (E) refer to location West or East, respectively, of Section No. 1

Expansion joints at ends of each section to be 3/4" expansion joints with dowels.

Spacing of Dowels where required at contraction joints to be 15" c. to c.

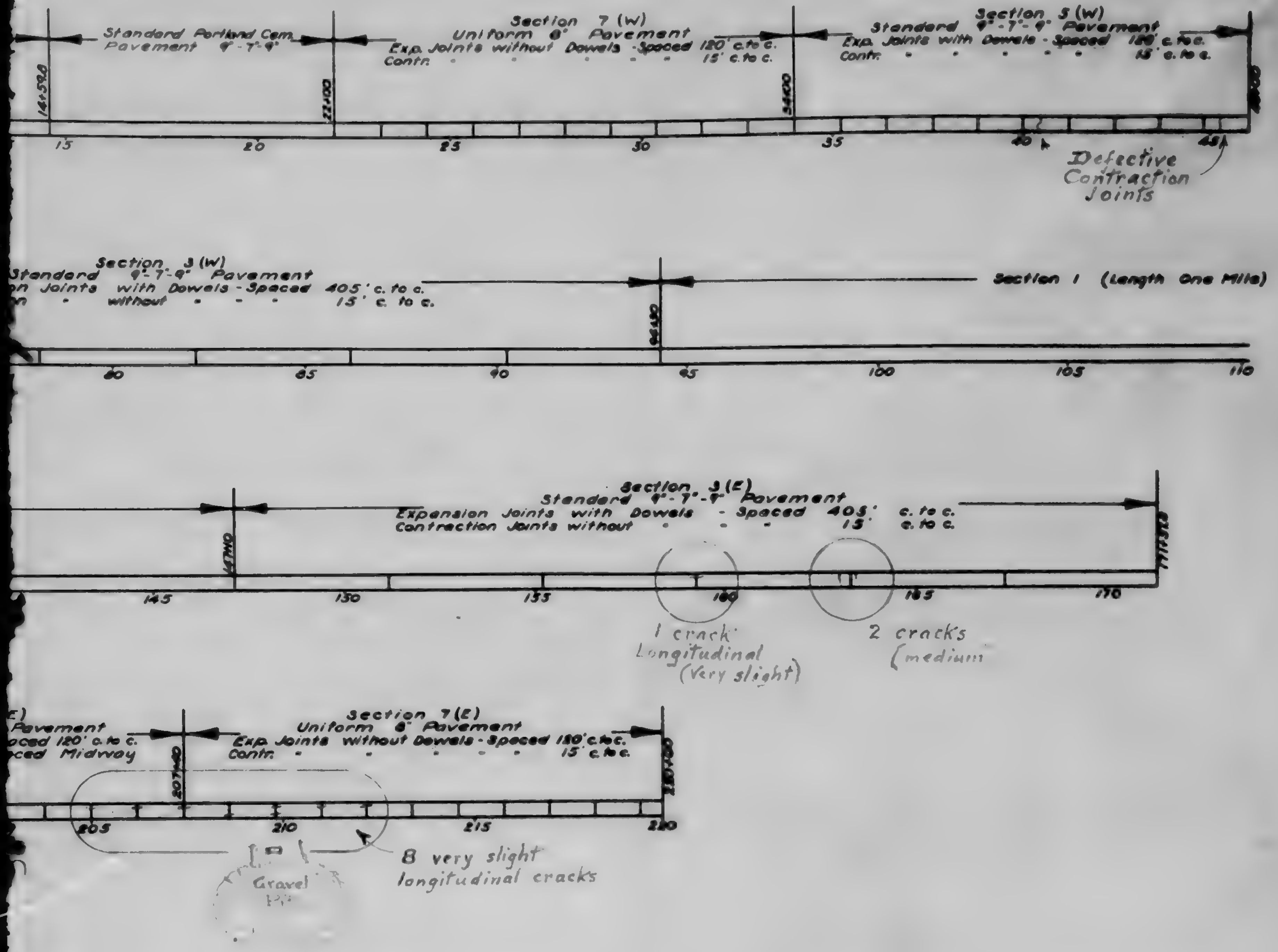
LOCATION OF DEFECT

October 1

...ecified width
...should be 12 inches.

OREGON STATE HIGHWAY DEPARTMENT
JOINT LAYOUT & REINFORCEMENT PL
LOMBARD ST.-KILLINGSWORTH ST. SEC.
LOMBARD HIGHWAY
MULTNOMAH COUNTY
Scale as noted. JUNE, 1940

SHEET NO. 2-B
PROJECT NO. 201-B(W)


Standard Portland Cem. Pavement 9"-7"-9"
14+59.0
22+00
Section 7 (W)
Uniform 8" Pavement
Exp. Joints without Dowels - Spaced 120' c. to c.
Contr. " " " " " 15' c. to c.
34+00
Section 3 (W)
Standard 9"-7"-9" Pavement
Exp. Joints with Dowels - Spaced 120' c. to c.
Contr. " " " " " 15' c. to c.
15
20
25
30
35
40
45
Defective Contraction Joints
Section 3 (W)
Standard 9"-7"-9" Pavement
on Joints with Dowels - Spaced 405' c. to c.
on " without " " " 15' c. to c.
Section 1 (Length One Mile)
80
85
90
95
100
105
110
Section 3 (E)
Standard 9"-7"-9" Pavement
Expansion Joints with Dowels - Spaced 405' c. to c.
Contraction Joints without " " " 15' c. to c.
147+10
145
150
155
160
165
170
1 crack Longitudinal (Very slight)
2 cracks (medium
E)
Pavement
paced 120' c. to c.
aced Midway
Section 7 (E)
Uniform 8" Pavement
Exp. Joints without Dowels - Spaced 120' c. to c.
Contr. " " " " " 15' c. to c.
207+40
205
210
215
220
8 very slight longitudinal cracks
Gravel Pit

NOTE: Section Nos. refer to experimental sections. (W) and (E) refer to location West or East, respectively, of Section No. 1

Expansion joints at ends of each section to be 3/4" expansion joints with dowels.

Spacing of Dowels where required at contraction joints to be 15" c. to c.

LOCATION OF DEFECTS

October 1950

OREGON STATE HIGHWAY DEPARTMENT
JOINT LAYOUT & REINFORCEMENT PLAN
LOMBARD ST. - KILLINGSWORTH ST. SEC.
LOMBARD HIGHWAY
MULTNOMAH COUNTY
Scale as noted. JUNE, 1940

September 21, 1942

Mr. W. H. Lynch
District Engineer
Public Roads Administration
P. O. Box 3900
Portland, Oregon

Dear Sir:

In accord with the request contained in your letter of September 15, 1942, we are enclosing herewith four copies of excerpt from the minutes of the meeting on December 18, 1941, of the State Highway Commission, granting an extension of time for work under Contract No. 2344 on the Lombard Street-Killingsworth Street Section, Project No. FAP 201-B (1).

Very truly yours,

R. H. BALDOCK
Chief Engineer

By

S. H. Probert
Office Engineer

Dict. by J. W. Nash/ER

Encl.

EXCERPT FROM MINUTES OF MEETING ON DECEMBER 18, 1941 OF THE OREGON STATE HIGHWAY COMMISSION

Porter W. Yett, contract No. 2344, for grading and paving Lombard Street-Killingsworth Street Section of Lombard Street and Northeast Portland Secondary Highway, in Multnomah County, requested an extension of time from July 31 to September 25, 1941, within which to complete this project. He gave the following reasons for failure to complete the project within the specified time limit: (1) additions to the contract ordered after completion date, consisting of three additional culvert pipes under driveways; one set of concrete steps; additional grading work at 60th Avenue Northeast as requested by the county roadmaster; also increase in the oiling of street intersections; (2) orders from the Division Engineer to delay grading operations between 72nd and 82nd Avenues to facilitate the movement of United States Army troops during the summer months; also loss of time on account of movement of said troops; (3) excessive wet weather conditions between the middle of August and the actual date of completion of the project. The Engineer advised that this contract was awarded on July 18, 1940, but work was not started until October 18, 1940, three months after the award; further, that, during the progress of the work, the contractor's operations were delayed for reasons stated in his request for an extension of time. He recommended, in view of the circumstances, that the request for the extension of time be granted without penalty. A letter was presented from the Public Roads Administration concurring therein. The Commission approved the recommendation unanimously.

FEDERAL WORKS AGENCY
PUBLIC ROADS ADMINISTRATION
DISTRICT ONE

MONTANA
OREGON
WASHINGTON

POST OFFICE BUILDING
PORTLAND, OREGON

September 15, 1942

Mr. R. H. Baldock
State Highway Engineer
Salem, Oregon

Dear Sir:

Will you please furnish four copies of the customary excerpt from the Highway Commission's minutes regarding the extension of contract time granted to Porter W. Yett in connection with your contract No. 2344, to accompany the final voucher for Oregon FAP 201-B (1), Lombard Street-Killingsworth Street in Portland.

Very truly yours,

W. H. LYNCH
District Engineer

By L Caufield

L. J. Caufield
Sr. Highway Engineer

RECEIVED
FEB 5 1942
FOR FILING

201-B-1

February 5, 1942

Mr. Porter W. Yett
6500 N. E. Ainsworth
Portland, Oregon

Dear Sir:

The State Highway Commission, at its meeting on December 18, 1941, granted you the extension of time requested, from July 31 to September 25, 1941, without penalty, in connection with state highway contract No. 2344 for grading and paving the Lombard Street-Killingsworth Street Section of Lombard Street and Northeast Portland Secondary Highway, in Multnomah County.

Very truly yours,
STATE HIGHWAY COMMISSION

By

Secretary

AM
cc - W. C. Williams

R

RECEIVED
JAN 17 1942
FOR FILING

January 16, 1942

Continental Casualty Company,
Tate, Westenfelder & Berg, Inc.,
Wilcox Building,
Portland, Oregon.

Gentlemen:

You are hereby notified that state highway contract No. 2344, for work on the Lombard Street-Killingsworth Street Section, of the Lombard Street and Northeast Portland Secondary, in Multnomah County, has been completed by the contractor, Porter W. Yett, and that final settlement will be made on or after January 26, 1942.

The state is not advised of any unpaid claims for labor or materials, or of the existence of any claims, debts, dues, or demands incurred in the performance of such work and remaining unsatisfied, and you are advised that the state assumes no responsibility for any such claims should there be any.

This notice is served upon you since you appear as surety on the bond furnished by the above contractor. Kindly acknowledge receipt of this letter.

For your information we wish to advise that the total amount paid the contractor in connection with this contract will be $144,724.89, including final payment, and that no force account work was performed thereon. This contract was completed on September 25, 1941, and accepted by the Commission on December 18, 1941.

Very truly yours,

OREGON STATE HIGHWAY COMMISSION

By

RS Secretary

NOTED
D. DeSart

RECEIVED

201-B-1

K K

FEDERAL WORKS AGENCY
PUBLIC ROADS ADMINISTRATION

UNITED STATES DEPARTMENT OF AGRICULTURE
BUREAU OF PUBLIC ROADS
DISTRICT No. 1

Stencil No. 8.

IN YOUR REPLY PLEASE
REFER TO FILE No.____________

POST OFFICE BUILDING
PORTLAND, OREGON

December 8, 1941

Mr. R. H. Baldock
State Highway Engineer
Salem, Oregon

Dear Sir:

Final inspection of Oregon FAP 201-B (1), Lombard St.-Killingsworth Street in Portland ____________________, was made by a representative of this office on November 14, 1941. Prompt submission of the final voucher will be appreciated.

Very truly yours,

W. H. LYNCH
District Engineer

By L Caufield
L. J. Caufield
Sr. Highway Engineer

Jro

[illegible] [illegible] [illegible] Sq. Yd. 4.29 3.00 303.88

~~1~~ 201-0-1

R

RECEIVED
DEC - 4 1941
FOR FILING

FINAL COST ANALYSIS
Lombard St.-Killingsworth St.
Northeast Portland Secondary Highway

Contract No. 2344
Porter W. Yett, Contractor

Profile 126-1042
A. B. Dean, Resident Engineer

NOTED
State Highway Engineer

Item	Cost	Quantity	Unit	Unit Cost	Unit Bid	Gross Revenue
Clearing & Grubbing	$508.49	All	All	$508.49	$750.00	$750.00
Trench Excavation	269.56	358.68	Cu. Yd.	0.75	0.75	269.01
Excavation, Single Class	7,468.95	22,377.5	" "	0.33	0.20	4,575.50
Truck Haul	1,643.84	8,906	Yd. Mi.	0.19	0.10	890.60
Trimming Roadbed, Stas. 17+79.9 - 199+00	762.50	All	All	762.50	1,250.00	1,250.00
Finishing Roadbed, Stas. 199+00 - 220+00	343.41	All	All	343.41	350.00	350.00
Removal of Old Pavement	151.90	309.9	Sq. Yd.	0.49	0.50	154.95
Removal of Sidewalks	181.71	632.2	" "	0.29	0.25	158.03
" " Curbs	119.41	1,244.4	Lin. Ft.	0.10	0.10	124.44
Slope Paving	155.06	427.94	Sq. Yd.	0.36	0.75	320.96
Removal of Catch Inlets	22.22	5	Each	4.44	5.00	25.00
Adjusting Manholes	71.52	6	"	11.92	25.00	150.00
Adjusting Catch Inlets	12.03	3	"	4.01	10.00	30.00
8" Sewer Pipe	218.23	500	Lin. Ft.	0.44	0.60	300.00
12" Concrete Pipe	891.55	907	" "	0.98	1.10	997.70
18" " "	454.13	225	" "	2.02	2.20	495.00
Salvaging Culvert Pipe	50.29	114	" "	0.44	0.50	57.00
Concrete Catch Basins	426.57	18	Each	23.70	25.00	450.00
" Curbs	2,839.05	234.08	Cu. Yd.	12.13	19.00	4,447.52
Extra for White Concrete in Curbs	517.41	2,658	Lin. Ft.	0.195	0.20	531.60
Conc. in Traffic Sep. & Island Nosings	875.87	38.45	Cu. Yd.	22.78	25.00	961.25
Extra for White Conc. in Sep. & Nosings	204.69	10.54	" "	19.41	15.00	153.10
6" Reinf. Conc. Safety Island	441.98	102.96	Sq. Yd.	4.29	3.00	308.88

Lombard St.-Killingswor inal Cost Analysis.

Item	Cost	Quantity	Unit	Unit Cost	Unit Bid	Gross Revenue
3/4"x6" Dowel Pins	$8.91	92	Each	$0.096	$0.10	$9.20
Constructing Recesses for Curb Markers	130.68	All	All	130.68	150.00	150.00
3/4" Electrical Conduit	644.85	1,954	Lin. Ft.	0.33	0.30	586.20
Concrete Sidewalks	1,591.18	1,620.02	Sq. Yd.	0.98	1.75	2,835.04
Cable Guard Fence	879.60	812	Lin. Ft.	1.08	1.15	933.80
3"-0 Gravel in Base	14,160.69	23,480	Cu. Yd.	0.60	0.78	18,314.40
3/4"-0 Mat. in Level Course & Shldrs.	6,997.18	5,559.5	" "	1.26	1.40	7,783.30
½"-0 Mat. in Cushion Course	2,293.77	1,500.5	" "	1.53	1.50	2,250.75
Filler	374.28	1,689	" "	0.22	0.20	337.80
Hauling Filler	347.18	2,943.5	Yd. Mi.	0.12	0.10	294.35
7" Portland Cement Conc. Pavement	84,334.23	60,904.11	Sq. Yd.	1.38	1.20	73,084.93
8" " " " "	9,478.10	6,596.22	" "	1.44	1.30	8,575.09
1/2" Expansion Joints	169.45	1,292	Lin. Ft.	0.131	0.15	193.80
3/4" " "	552.14	3,320	" "	0.166	0.20	664.00
Special Dowel & Joint Filler Holders	34.98	240	" "	0.146	0.15	36.00
Contraction Joints	928.22	32,954	" "	0.028	0.02	659.08
3/4"x24" Dowel Bars	1,573.21	8,586	Each	0.183	0.15	1,287.90
Tie Bars & Reinforcement	1,074.65	19,088	Lbs.	0.056	0.06	1,145.28
Wire Fabric "	2,213.89	6,400	Sq. Yd.	0.346	0.35	2,240.00
Class "A" Asphaltic Concrete	1,659.66	330	Tons	5.03	5.00	1,650.00
Cutback Asphalt Wearing Surface	548.95	117.75	"	4.66	5.50	647.63
Min. Agg. in Place	2,541.99	770.5	Cu. Yd.	3.30	3.00	2,311.50
PA #1, RT-8 Tar in Place	1,947.30	92.58	Tons	21.03	16.67	1,543.31

Lombard St.-Killingsworth St. Final Cost Analysis.

Item	Cost	Quantity	Unit	Unit Cost	Unit Bid	Gross Revenue
PA #2, Steps, Concrete	$24.44	7	Lin. Ft.	$3.49	$4.00	$28.00
PA #3, 3/4" Elect. Conduit Adj.	63.90	1,954	" "	0.0327	0.0327	63.90
PA #4, Cement Adjustment		- 582	Bbls.		1.825	-1,062.15
PA #5, Tarvia Pavement Removal	479.40	5,550	Sq. Yd.	0.09	0.10	555.00
	$153,881.84					$144,873.70

Total Cost	$153,881.84
Gross Revenue	144,873.70
Net Loss	$9,008.14

Net Loss Equals 6.22% of Gross Revenue

Lombard St.-Killingsworth St.

Detail of Cost

Labor:

Supervision	$2,048.62	
Labor	30,342.50	
State Industrial Accident Ins.	2,526.51	
Soc. Sec. & Unemployment Ins.	1,619.56	
		$36,537.19

Materials:

8" Sewer Pipe	500	Lin. Ft.	at	$0.25	$125.00
12" Concrete Pipe	907	" "	"	0.70	634.90
18" " "	225	" "	"	1.52	342.00
Catch Basin Grates & Frames	18	Each	"	9.00	162.00
3/4" x 6" Dowel Bars	92	"	"	0.03¼	2.99
3/4" x 24" " "	8,586	"	"	0.111	953.05
Tie Bars & Reinforcement	19,088	Lbs.	"	0.037	706.26
Wire Fabric Reinforcement #1 #1	6,400	Sq. Yd.	"	0.272	1,740.00
" " " 6 Ga.	378	Lbs.	"	0.074	27.97
Dowel Sleeves	8,586	Each	"	0.035	300.51
3/4" Electrical Conduit	1,954	Lin. Ft.	"	0.089	173.91
Concrete Guard Rail Posts	88	Each	"	3.15	277.20
Wire Rope for Guard Rail	812	Lin. Ft.	"	0.07	56.84
Guard Rail Hardware	All	Lump	"	91.67	91.67
3"x10"x20' S4S Lumber	4,100	FBM	"	41.40	169.74
6"x6"x10' " "	300	"	"	34.50	10.35
White Guard Rail Paint	5	Gals.	"	2.70	13.50
Black Guard Rail Paint	1	"	"	1.78	1.78
3"-0 Gravel (Delivered)	23,480	Cu. Yd.	"	0.40	9,392.00
3/4"-0 Cr. Gravel (Delivered)	5,559.5	" "	"	1.00	5,559.50
½"-0 Cr. Gravel (Delivered)	1,500.5	Cu. Yd.	"	1.25	1,875.63
1¼"-3/4" Cr. Gravel (Plant)	66	Tons	"	0.65	42.90
3/4"-½" " " "	99	"	"	0.65	64.35
½"-¼" " " "	53	"	"	0.65	34.45
¼"-10-M " " "	76.5	"	"	0.65	49.73
Sand, Muck (Plant)	34.5	"	"	0.50	17.25
Concrete Aggregate, includes batching & hauling	10,813.2	Cu. Yd.	"	0.95	10,272.54
Sand (Columbia River, includes batching & hauling)	5,315.5	" "	"	1.10	5,847.05
White Concrete (Ready Mix)	47.7	" "	"	22.87	1,090.90
Gray " " "	431.36	" "	"	5.20	2,243.07
Portland Cement	20,502.6	Bbls.	"	1.825	37,417.25
¼"x2" Contraction Joints	32,954	Lin. Ft.	"	0.0148	487.72
½"x4" Expansion Joints	265	" "	"	0.0404	10.71
½"x6" " "	1,292	" "	"	0.0650	83.98
½"x9" " "	96	" "	"	0.0912	8.76
3/4-Inch " "	3,320	" "	"	0.0960	318.72
No. 9 Black Annealed Wire	48	Lbs.	"	0.065	3.12
Special Dowel Holders	20	Each	"	0.844	16.88
Mineral Aggregate	770.5	Cu. Yd.	"	1.00	770.50
RT-8 Tar, includes hearing & loading	92.58	Tons	"	11.00	1,018.38

Lombard St.-Killingsworth St. Detail of Cost.

Materials (Continued):

151-200 Asphalt	19.80 Tons at $16.90	$334.62	
RC-4 Asphalt	5.89 " " 12.50	73.63	
			$82,824.11

Equipment Rental & Misc.:

Equipment Rental	$12,242.16	
Gasoline, Oil & Grease	4,797.72	
Form Lumber	1,709.07	
Mat Rental	700.00	
Water	820.10	
Small Tools & Misc.	2,892.58	
Move In	550.00	
Home Office & General Overhead	5,794.86	
Bond	1,448.71	
Public Liability Insurance	323.91	
		31,279.11

Work Done by Portland Road & Driveway Co.:

Hauling RC-4 from Shell Oil Co. to Plant - 6 Hrs. at $3.00	$18.00	
Asphaltic Concrete, hauling & placing - 447.75 Tons at $2.00	895.50	
Oiling Lombard St. Connections		
Hauling & Placing RT-8 Tar - 92.58 Tons at $8.50	786.93	
" " " Aggregate - 770.5 Cu. Yd. at $2.00	1,541.00	
		3,241.43
Total Cost		$153,881.84

Analysis of Paving Costs

9"-7"-9" Pavement

	Cost	Sq. Yds.	Unit Cost
Fine Grading	$9,379.23	60,904.11	$0.154
Forms	6,821.26	"	0.112
Mix, Lay & Finish	9,927.37	"	0.163
Cure	2,192.55	"	0.036
Cleanup & Tar	1,157.18	"	0.019
Aggregate, including hauling and batching	14,497.81	"	0.238
Portland Cement, including hauling and batching	33,652.64	"	0.553
Water	737.59	"	0.012
Supervision & Overhead	5,968.60	"	0.098
	$84,334.23	60,904.11	$1.385

8" Pavement

	Cost	Sq. Yds.	Unit Cost
Fine Grading	$1,015.82	6,596.22	$0.154
Forms	738.78	"	0.112
Mix, Lay & Finish	1,180.73	"	0.179
Cure	237.46	"	0.036
Cleanup & Tar	125.33	"	0.019
Aggregate, including hauling and batching	1,621.79	"	0.246
Portland Cement, including hauling and batching	3,764.61	"	0.571
Water	82.51	"	0.012
Supervision & Overhead	711.07	"	0.108
	$9,478.10	6,596.22	$1.437

Lombard St.-Killingsworth St.

REMARKS:

This contract, a Federal Aid Project, consisted of 4.51 miles of grading and concrete pavement. Porter W. Yett was awarded this contract at the July 18th, 1940 letting, and he began work on October 8th, 1940. The contract was completed September 25th, 1941.

A previous contract on part of this section completed the grading of 3.49 miles with the exception of trimming to grade, which was done under the present contract; 0.40 of a mile, under the present contract, consisted of clearing, grubbing, grading and finishing, and 0.62 of a mile consisted of grading between existing strips of pavement and between existing pavement and curb, this being the section between N.E. Vancouver Ave. and N. E. 10th St. 3"-0 Pit run gravel was placed on the entire project along with a cushion course of ½"-0 material and Portland Cement concrete pavement. Road approaches and street connections were oiled using an 0-11 modified specification and RT-8 tar. Asphaltic concrete pavement was placed around traffic separators and islands and on the N. E. Killingsworth Street connection.

The excavation was of a single classification and consisted of extremely shallow cuts and the loading and spreading of topsoil which had been stockpiled under a previous contract. The free haul limits of this work was 1,000 feet. The contractor used a Byers 83 shovel, 1 - 75 h.p. diesel caterpillar and dozer attached, 1 - No. 12 diesel motor patrol, 1 - 8 cu. yd. Letourneau scraper and 4 - 4 cu. yd. trucks. A loss was encountered on this item due to the character of the work covered by such an extremely low bid.

The cost of truck haul is high as slow progress was made in loading due to the shallow excavation and antiquated condition of the hauling equipment.

Ready-Mix concrete was used in the construction of curbs, sidewalks, traffic separators, island nosings, catch basins and the 6" reinforced island. A fair profit was made on the gray concrete in these items, but the white concrete was not bid high enough. The cost of materials alone for white concrete amount to $17.44 in excess of the cost of the materials for gray **concrete per cu. yd.**

A very nice profit was made on the 3"-0 gravel in base. This was secured from the City Motor Trucking Co. commercial plant located 300 feet north of Station 171. The price of this material was $0.40 per cu. yd. delivered, and the average haul was 1.52 miles. This material was placed very slowly, 11,000 cu. yds. being placedin the first 29 weeks, or an average of approximately 380 cu. yds. per week; however, this work was carried on in conjunction with commercial deliveries.

The Portland Cement concrete pavement resulted in a sizable loss for the contractor. The reasons for this being that the item was bid too low, poor organization, equipment failures and a very high fine grading cost.

Lombard St.--Killingsworth St.

The fine grading work proved to be a very difficult item, and it was necessary at times to double shift the fine grading crew in order to keep ahead of the mixer, the reason for this being that the base material was very coarse and hard to work. There was no salvage left in the form lumber as the strike-off machine running gear chewed the forms beyond the re-usable stage. The cost of materials was fairly low due to the commercial plant set-up of the City Motor Trucking Co., of which Porter Yett is president. The materials were batched at the commercial plant and hauled to the mixer at a price f.o.b. mixer. The average mile haul was 1.52 miles. The following paving equipment was used: 1 - 6-sack Smith mixer, 1 strike-off machine and vibrator, 1 Johnson float, 1 flatbed truck and 2 water tank trucks. The average pavement placed was 143 sq. yds. per hour.

The placing of the asphaltic concrete, cutback wearing surface and oiling work was hired done. The principal contractor furnished all materials and mixed the asphaltic concrete and wearing surface in his own commercial plant at the City Motor Trucking Co. site. The asphaltic concrete and wearing surface combined showed a small profit because of the fairly low cost of materials and the use of his own plant in mixing, but the oiling work showed a loss, primarily due to a wrong bid and a long haul on the ½" - ¼" crushed material. The contractor ran out of the ½" - ¼" material and had to buy his shortage from other commercial plants in Portland at a higher price than his own material cost and had to haul it approximately 6 miles to the job.

This contract as a whole was bid entirely too low for the contractor to realize a profit under any conditions; however, his loss could have been reduced had he had his equipment in good repair when he started the paving, and if his organization and supervision were better suited. A slight increase in wages caused the cost in general to raise a small amount, also the difficult fine grading boosted the cost of concrete pavement considerably. The hook-up between the contractor and the City Motor Trucking Co. reduced the cost of the materials a great deal but could not rub out the low bid and the other if's.

F. H. Clymer
Cost Analyst

By . . A. C. Vincent

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301-E-1

OREGON STATE HIGHWAY COMMISSION

INTER-DEPARTMENT CORRESPONDENCE

Portland, Oregon
November 18, 1941

Subject: Electrical Conduit Price Agreement on Lombard Street Project

To:

Mr. S. H. Probert
Office Engineer
State Highway Department
Salem, Oregon

Dear Sir:

Your letter of November 7 received, asking investigation of Price Agreement #3 for electrical conduit. Attached hereto you will find a report by Mr. Dean.

Mr. Dean contacted three electrical supply contractors here in Portland. He concludes that the contractor should be required to furnish the conduit without increased price, and that the Price Agreement should not be approved.

Mr. Dean told the contractor last summer that he would be entitled to this increased cost, but I will talk to Mr. Yett, and I believe I can make a satisfactory explanation to him.

Very truly yours,

EACollier

E. A. Collier
Division Engineer

EAC:IH
Encl.

FORM E-90 REVISED 25M 9-40

OREGON STATE HIGHWAY COMMISSION

INTER-DEPARTMENT CORRESPONDENCE

Portland Oregon.
November 18th. 1941.

Subject: Electrical Conduit.

126-1042.

To: Mr. S. H. Probert,
Office Engineer.

Dear Sir,-

Mr. E. A. Collier referred your letter of November 7th. to me for investigation and answer.

This is the first job I have had where "Electrical Conduit" was a bid item and therefore I am not familiar with what had been furnished previously.

I phoned two electrical supply houses and one electrical contractor. Following is their reply after reading to them the special provisions covering this item for this job.

The Stubbs Electric Co. stated that if they were a highway contractor and not familiar with the different types of conduit and the different use for which type was intended, he would bid on the thin wall. Also if they were asked to quote on " mild steel tubing " he would unquestionably quote on thin wall. However if he were an electrical contractor and knowing the conduit was to be used under ground he would bid on the heavy conduit, since the thin wall is not designed for nor intended to be used under ground.
I asked them how we should specify conduit to eliminate all doubt as to what was wanted. He advised that the trade used the terms; Steel Tubing; E.M.T. Conduit; and Thin Wall,Conduit; all referring to the light weight conduit. For the under ground conduit the terms used are, Heavy Conduit or Rigid Conduit.

The Jaegger-Stroufe Co. Electrical contractors, said that our specifications were somewhat conflicting because the term " mild steel tubing " would indicate to the trade, the light weight conduit. However under the " Construction Details " where threading for caps is required, the heavy conduit is indicated, since the thin wall conduit can not be threaded.

The Westinghouse Supply Co. stated that if they were asked to quote on the 3/4" electrical conduit they would quote on the rigid conduit as you contend in your letter. Also he thought that it would be better if the term heavy or preferably rigid should be included to make the specifications more definite.

FORM E-30 REVISED 25M 8-40

OREGON STATE HIGHWAY COMMISSION

INTER-DEPARTMENT CORRESPONDENCE

Subject:

To:

It appears to me from the above that a contractor with previous experience in electrical work would bid on the rigid type of conduit. But the first time a contractor encountered this item he might easily get his quotation on the thin wall and bid accordingly, under the specifications for this job, unless he stated in his request for price that it was for under ground use.

I admit that I failed to interpret the specifications to the effect that only heavy conduit would meet the requirements, but apparently so did Mr. Betzer and Mr. Wayne Taylor of our department, since the asked me " to get the heavy conduit instead of the thin wall called for." Also that the additional cost would be about 3 1/4 cents per foot. Accordingly I asked Mr. Yett to get heavy conduit and asked for his quotations, which I used in the Price Agreement, and which agreed with their estimate, being 3.27 cts per foot.

After going into this as I have, it appears that Mr. Yett could be required to furnish the rigid conduit, and the Price Agreement should not be approved. Also I believe that for under geound work the specifications should be made positive by including the term " heavy conduit " or the term " rigid conduit " as it is known to the trade.

Very Truly Yours,

A. B. Dean.

Resident Engineer.

cc E.A.Collier.

Salem, Oregon
November 7, 1941

Mr. E. A. Collier
Division Highway Engineer
9200 S. E. McLoughlin Boulevard
Portland, Oregon

Dear Sir:

We refer to price agreement No. 3 in connection with the Lombard St.-Killingsworth St. Project, which agreement allows to the contractor an extra 3.27¢ per foot on the bid item "3/4" Electrical Conduit."

From the prices stated in the agreement and from other information which has come to us, we are inclined to think that the material which the contractor at first proposed to furnish was not "conduit" at all, but instead was a material called "electrical metallic tubing." We think that upon investigation you will find that the conduit which the contractor was required to furnish is not heavier or different in any respect than the conduit which has been furnished us under the same specification on many other contracts. As a matter of fact, if we are correctly informed, electrical conduit comes in only one weight.

Kindly investigate this matter and advise us of your findings.

In case it may be claimed that because our specification for conduit describes conduit as being a "mild steel tubing," we should accept "electrical metallic tubing," it should be understood that "tubing" is a general descriptive term (the same as the term "pipe"), and its use does not open the specification to all of the many kinds of tubing on the market. Electrical conduit is a tubing and it is commonly and properly described as such. "Electrical conduit" is a thoroughly standardized product and does not need a detailed specification to distinguish it from the equally well standardized product called "electric metallic tubing."

Your attention is called, too, to the fact that the price quotations given in the price agreement appear to have been "strained" to give a greater difference in cost than is actually involved. The price of $8.92 for conduit is for conduit in small quantities (less than 5,000 pounds), while the price of $5.65 for "electrical metallic tubing" is the price for the tubing in large quantities (over 5,000 pounds). Comparable bases would be $8.92 and $6.16 or $8.45 and $5.65.

Very truly yours,

R. H. BALDOCK
Chief Engineer

By

S. H. Probert
Office Engineer

SHP:GS

cc Mr. H. G. Smith

Form F189—3M—11-36.

Dist

OREGON STATE HIGHWAY DEPARTMENT

PRICE AGREEMENT

APPLYING TO EXTRA WORK AND EXTRA MATERIAL

Project Name: Lombard Street - Killingsworth Street
Date: Oct. 15th 1941. 193
Highway: Northeast Portland Secondary
Contract No. 2344
County: Multnomah
F. A. Project No. 201-B (1)
Contractor: Porter W. Yett.
Price Agreement No. Three
Address: 6500 N.E. Ainsworth Ave., Portland, Oregon.

For the below described extra work or extra material to be performed or furnished under the contract above referred to, the contractor agrees to accept payment at the prices given herein, understanding that, except as herein otherwise provided, the work is to be performed and the material is to be furnished in accordance with the specifications which form a part of the contract and in accordance with the instructions of the engineer.

Work to be done: The sign department requested a heavier electrical conduit for lighting the traffic islands and proposed signs. This price agreement is to cover the difference in cost to the contractor.

Locations by station numbers:

14 - 59.8 to 196 - 35 at various locations.

Names of pay items, estimated quantities and agreed prices:

Cost of pipe used per 100 feet	$ 8.92
Cost of pipe specified per 100 ft.	5.65
Difference in cost	$ 3.27 per 100 feet

1954 lin ft at $ 3.27 per 100 feet .... $ 63.90

Cancelled

Specifications, basis of measurement and other provisions:

INSTRUCTIONS

After the signature of the contractor has been obtained, submit six copies (including original copy) to the Salem Office. After approval by the State Highway Engineer, approved copies will be sent to the Contractor, the Division Engineer, and the Resident Engineer.

Total Original Authorizations	$ 156,829.20
Total Authorizations to Date	$ 156,829.20
Additional Authorization Requested . . .	$ None
Additional Authorization Approved . . .	$ -

Submitted by: A B Dean
Resident Engineer

Signed: Porter W. Yett
Contractor

Approval Recommended:
Division Engineer

Approval Recommended:
Construction Engineer

Approved:
State Highway Engineer

STATE PRINTING DEPT.

R

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NOV 13 1941
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201-B-1

November 10, 1941

Continental Casualty Company
Tate, Westenfelder & Berg, Inc.
Wilcox Building
Portland, Oregon

Gentlemen:

You are advised that it is the intention of the State Highway Commission to make semi-final payment to Porter W. Yett, on contract No. 2344 covering .4 mile grading and 4.5 mile paving on the Lombard Street-Killingsworth Street Section of Portland city streets, in Multnomah County. This payment, in the amount of $9,366.94, will be made on or after November 21, 1941. The retained percentage is $4,327.64.

The state is not advised of any unpaid claims for labor or materials, or of the existence of any claims, debts, dues or demands incurred in the performance of such work and remaining unsatisfied, and you are advised that the state assumes no responsibility for any such claims should there be any.

Kindly acknowledge receipt of this letter.

Very truly yours,
STATE HIGHWAY COMMISSION

By

Secretary

MM

NOTED
D. C. DeSart

Form E-1—5M—5-40

201-B

✓

OREGON STATE HIGHWAY COMMISSION

FIELD ENGINEER'S WEEKLY REPORT

FOR CONSTRUCTION PROJECTS ONLY

For Week Ending Nov 1st. 1941., 19

Section Lombard St. - Killingsworth St.

Kind of work Grading and Paving.

Highway Northeast Portland Secondary

Section prefix 126-1042; FA 201-B (1)

Contractor Porter W. Yett

Contract number 2344

Date of contract July 13th. 1940., 19

Date of completion July 31st. 1941., 19

Date work started October 18th. 1940., 19

Estimated date of completion Sept. 25th. 1941., 19

Amount of contract $141,722.00

Per cent of time elapsed 114.7 %

Estimated cost of completed project, exclusive of engineering $ 141,722.00

Per cent of contract completed, based on total contract price 100 %

Engineering cost to date, $ 11,850.00, %

Date project was completed Sept. 25th., 19

General information covering progress of work by party and by contractor, important development, instructions to contractors, instructions from Division Engineers, exchanges in personnel of party, etc.:

The semi-final estimate for this project has been completed and delivered to the Division Office to day.

This is the final weekly report on this job.

RAY WEBBER

NOTED
E. M. BOOTH

NOTED
L. C. SMITH

NOV 3 - 1941

Signed A. B. Dean.

Address 9200 SE McLoughlin Blvd. Portland.

Mail original copy to Salem and duplicate copy to Division Engineer on Saturday of each week, retain triplicate copy for your own file

	GRADING	SURFACING	MAINTENANCE MATERIALS	OIL AND BITUMINOUS MACADAM	PAVING
Miles in project	4.5	4.5			4.5
Miles partially completed					
Miles completed	4.5	4.5			4.5
Total estimated quantities	18,000 cy	29,200 cy			67700 sy
Estimated quantities moved or placed to date	18,000 cy	29,200 cy			67700 sy
Average daily quantities					
Average daily quantities necessary to complete project on time					
Number shifts per day					
Hours per shift					
Average force on project for week					

Percentages of men employed on contract to be secured from:

.... County, ...%; .... County, ...%; .... County, ...%; .... County, ...%

	NUMBER USED AND SECURED FROM					CONTRACTOR'S KEY MEN, ETC.	TOTAL
	COUNTY	COUNTY	COUNTY	COUNTY	OTHER SOURCES		
Men							
Men and teams							
Men and trucks under 3 tons							
Men and trucks over 3 tons							
Men and tractors							

Equipment used during week: Shovels ...., Power graders ...., Rollers ...., Mixers ...., Crushing or screening plants ....,

Compressors ...., Bulldozers ...., Sheet-foot rollers ...., ..., ..., ...

	WEATHER	HRS. DELAY	CAUSE OF DELAY
Sunday	Fair		
Monday	Rain		
Tuesday	Cloudy		
Wednesday	Clear		
Thursday	"		
Friday	Rain		
Saturday	Cloudy		

STATE PRINTING DEPT.

CONTRACT# [redacted] 2345

103-A-2 E. Unit, Shaniko-Cow Canyon 1940
Sec., Sherman Hwy.
#2345

102-A-2 RECE

R

December 11th, 1941

FOR

COST ANALYSIS - FINAL REPORT

East Unit, Shaniko-Cow Canyon Section
Contract No. 2345
Leonard & Slate, Contractors

Sherman Highway
Prefix 33-1010
W. S. Hodge, Resident Engineer

Item	Cost	Quantity	Unit Cost	Unit Bid	Gross Revenue
Clearing & Grubbing	$106.02	All			$300.00
Trench Excavation	572.13	378.3 cu. yd.	$1.51	$2.00	756.60
Excav., Single Class	27,193.13	90,418 " "	0.30	0.35	31,646.30
Truck Haul	1,335.60	11,854.5 yd. mi.	0.113	0.10	1,185.45
Finishing Roadbed & Slopes	1,830.00	5.03 Mi.	363.82	300.00	1,509.00
18" Corr. Iron Pipe	231.06	118 lin. ft.	1.95	2.00	236.00
24" " " "	102.18	34 " "	3.00	3.00	102.00
36" " " "	1,124.44	196 " "	5.73	6.00	1,176.00
84" " " " (Uncoated)	1,275.22	68 " "	18.75	20.00	1,360.00
Salvaging Culvert Pipe	286.60	404 " "	0.71	1.00	404.00
Wood Sight Posts	146.48	71 each	2.06	3.00	213.00
*Mat'l in Level Course & Shoulders Base	3,809.84	5,802 cu. yd.	0.70	0.65	3,771.30
*4½"-2" Rock in Base	13,064.67	12,598 " "	1.03	0.95	11,968.10
*3/4"-0 Rock in Base & Shoulders	10,441.95	9,848.5 " "	1.06	1.10	10,833.35
*Sprinkling	551.23	485.1 M-Gal.	1.45	1.75	848.93
*Preparation of Base	365.33	5.03 Mi.	72.63	100.00	503.00
*Min. Agg. in Place	7,877.07	3,896 cu. yd.	2.02	2.40	9,350.40
*Asphalt in Place	6,078.61	292.19 Tons	20.80	22.00	6,428.18
*Rc-3 Asphalt in Seal Coat	1,453.73	69.74 "	20.85	21.50	1,499.41
*3/4"-½" Cr. Rock in S.P.	2,925.60	2,712 cu. yd.	1.08	1.10	2,983.20
*½"-¼" " " " "	1,195.40	1,107.6 " "	1.08	1.10	1,218.36
*¼"-10 Mesh " " "	534.50	495.4 " "	1.08	1.10	544.94
Barbed Wire Fence	366.78	158.69 Rods	2.31	2.00	317.38

NOTED
State Highway Engineer

E. Unit, Shaniko-Cow Canyon Section Final Cost Analysis.

Item	Cost	Quantity	Unit Cost	Unit Bid	Gross Revenue
Steel Gates	$19.40	1 only	$19.40	$20.00	$20.00
PA #1, Rounding Cutbanks	327.60	4,095 lin. ft.	0.08	0.10	409.50
*PA #2, Blading & Rolling Roadbed	424.52	5.03 Mi.	84.40	50.00	251.50
*PA #3, Purchase Asphalt in Bbls.	159.56	8 Tons	19.95	17.70	141.60
*PA #4, Purchase Cr. Rock in Stockpile	671.76	839.7 cu. yd.	0.80	0.80	671.76
Total	$84,470.41				$90,649.26

* Work done by Norris Bros.

Gross Revenue	$90,649.26
Total Cost	84,470.41
Net Profit	$6,178.85

Net Profit Equals 6.8% of Gross Revenue

Shaniko-Cow Canyon

Leonard & Slate

Detail of Cost

Labor:

Supervision	$1,783.00	
Labor	9,679.89	
State Industrial Accident Insurance	745.09	
Unemployment Insurance	343.89	
Social Security	114.63	
		$12,666.50

Materials:

18" Corr. Iron Pipe	118	lin. ft.	at	$1.449	$170.98	
18" " " " Bands	6	each	"	1.809	10.85	
24" " " "	34	lin. ft.	"	2.268	77.11	
24" " " " "	1	each	"	2.646	2.65	
36" " " "	196	lin. ft.	"	4.491	880.24	
36" " " " "	9	each	"	4.284	38.56	
84" " " " (Un-coated)	68	lin. ft.	"	15.939	1,083.85	
84" Corr. Iron Pipe Bands	4	each	"	11.907	47.63	
Wood Sight Posts & Paint	71	"			44.20	
Fence Materials					184.03	
						2,540.10

Equipment Rental, Supplies & Misc.:

Equipment Rental	$12,081.20	
Gas, Oil & Grease	2,547.37	
Small Tools & Misc. Supplies	1,752.11	
Explosives	1,579.44	
Freight & Cartage	74.86	
Main Office Expense	1,189.05	
Bond	396.35	
P. U. C.	87.66	
		19,708.04
Total Cost		$34,914.64

Leonard & Slate:	Gross Revenue	$39,635.23
	Total Cost	34,914.64
	Net Profit	$4,720.59

Net Profit Equals 11.9% of Gross Revenue

Shaniko-Cow Canyon

Norris Bros.

Detail of Cost

Labor:			
Supervision		$931.45	
Labor		12,976.76	
State Industrial Accident Insurance		591.37	
Unemployment & Social Security		556.33	
			$15,055.91
Materials:			
RC-3 Asphalt	69.74 Tons at $10.50	$722.27	
Asphalt 151-200	300.19 " " 4.50	1,350.87	
Freight on Asphalt		3,742.26	
			5,815.40
Equipment Rental, Supplies & Misc.:			
Equipment Rental		$13,875.16	
Hired Trucks		2,536.14	
Gas, Oil & Grease		6,050.53	
Fuel Oil		112.26	
Explosives		2,956.98	
Small Tools & Misc. Supplies		1,334.62	
Lumber		274.10	
Freight & Cartage		91.53	
Main Office Expense		940.00	
Bond		510.14	
			28,681.46
	Total Cost		$49,555.77

Norris Bros.:	Gross Revenue	$51,014.03
	Total Cost	49,555.77
	Net Profit	$1,458.26

Net Profit Equals 2.9% of Gross Revenue

East Unit, Shaniko-Cow Canyon Section

Contract 2345

REMARKS:

This contract was bid and awarded July 18th, 1940; grading was started July 31st, and crushing November 23rd. The grading, crushing and surfacing were completed, and the job was closed down for the winter on January 11th, 1941. Work was started again on April 21st, and the oiling, shoulders, sight posts, fencing and cleanup were done, and the job was completed June 14th, 1941.

The work on this project was divided by two contractors, Leonard & Slate doing the clearing, drainage and grading, and Norris Bros. the crushing, surfacing and oiling.

A good profit was made on the single class excavation although an estimated 56,000 cu. yds. of the 90,418 cu. yds. were solid. The ability to rip a large portion of the solid held the cost down. A larger profit could have been made, however, if the contractor had brought in all the equipment at the start and rushed the work, thereby lowering supervision costs and also avoiding some bad weather.

The crushing plant was set up at the designated quarry at M.P. 61.9 on the Sherman Highway near the middle of the job. The equipment consisted of a 1¼ cu. yd. shovel, 8 - 5 cu. yd. trucks, 1 - 13" and 1 - 8" Gyrasphere crushers, 2 - 120 h.p. motors, 2 screens and miscellaneous conveyor belts and elevating buckets. The quarry was excellent, the rock breaking into about 6" - 0 when shot. The plant production was good, and during the 745 hours of operation the average hourly production was 48.7 cu. yds. A small loss was suffered on the crushing, however, due to low bid prices, high move in and set up cost, stockpiling and rehandling of base rock and two major breakdowns of equipment.

The surfacing material was maintained by the State maintenance blade during the winter. The contractor's oiling crew moved in, reshaped and rolled the surfacing, placed the oil surfacing and finished the shoulders in about two weeks. Due to the low cost of asphalt and efficient operation the contractor made a fair profit.

This job was bid low, but the contractors had good equipment and operated quite efficiently for a fair profit.

E. H. Clymer
Cost Analyst

RECEIVED
SEP 16 1941
FOR FILING

103-A-2

September 15, 1941

Great American Indemnity Company
Harvey Wells-Reed Insurance Agency
Failing Building
Portland, Oregon

Dear Sir:

You are hereby notified that State Highway Contract No. 2348 for grading, surfacing and oiling on the Shaniko-Cow Canyon Section of the Sherman Highway in Wasco County has been completed by the contractor Leonard & Slate, Multnomah, Oregon and that final settlement will be made by the state with said contractor on or after September 25, 1941.

The state is not advised of any unpaid claims for labor or materials, or of the existence of any claims, debts, dues, or demands incurred in the performance of such work and remaining unsatisfied, and you are advised that the state assumes no responsibility for any such claims should there be any.

This notice is served upon you since you appear as surety on the bond furnished by the above contractor. Kindly acknowledge receipt of this letter.

For your information we wish to advise that the total amount paid the contractor in connection with this contract will be $90,640.26, including final payment and that no force account work was performed therein. This contract was completed on June 14, 1941, and accepted by the Commission on July 24, 1941.

Yours very truly,

OA

Secretary

NOTED

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RECEIVED
[illegible]

103-A-2

August 15, 1941

Great American Indemnity Company
Harvey Wells-Reed Insurance Agency
Failing Building
Portland, Oregon

Gentlemen:

You are advised that it is the intention of the State Highway Commission to make semi-final payment to Leonard & Slate, Multnomah, Oregon, on Contract No. 2345, Shaniko-Cow Canyon Section of the Sherman Highway in Wasco County. This payment is in the amount of $4,790.95 and will be made on or after August 25, 1941. The retained percentage is $2,719.09.

The state is not advised of any unpaid claims for labor or materials, or of the existence of any claims, debts, dues, or demands incurred in the performance of such work and remaining unsatisfied, and you are advised that the state assumes no responsibility for any such claims should there be any.

Kindly acknowledge receipt of this letter.

Yours very truly,

Secretary

CA

NOTED
D. [illegible] DeSart

R

RECEIVED

123-A-2

August 15, 1941

Great American Indemnity Company
Harvey Wells-Reed Insurance Agency
Failing Building
Portland, Oregon

Gentlemen:

You are advised that it is the intention of the State Highway Commission to make semi-final payment to Leonard & Slate, Multnomah, Oregon, on Contract No. 2345, Shaniko-Cow Canyon Section of the Sherman Highway in Wasco County. This payment is in the amount of $4,790.95 and will be made on or after August 25, 1941. The retained percentage is $2,719.09.

The state is not advised of any unpaid claims for labor or materials, or of the existence of any claims, debts, dues, or demands incurred in the performance of such work and remaining unsatisfied, and you are advised that the state assumes no responsibility for any such claims should there be any.

Kindly acknowledge receipt of this letter.

Yours very truly,

Secretary

OA

NOTED
D. DeSart

UNITED STATES DEPARTMENT OF AGRICULTURE
BUREAU OF PUBLIC ROADS
DISTRICT No. 1
POST OFFICE BUILDING
PORTLAND, OREGON

FEDERAL WORKS AGENCY
PUBLIC ROADS ADMINISTRATION

RECEIVED
AUG - 9 1941
STATE HIGHWAY COMMISSION

Stencil No. 8.

IN YOUR REPLY PLEASE
REFER TO FILE No. 103-A-2

August 7, 1941

Mr. R. H. Baldock
State Highway Engineer
Salem, Oregon

Dear Sir:

Final inspection of Oregon FAP 103-A (2), East Unit, Shaniko-Cow Canyon Section of the Sherman Highway ______, was made by a representative of this office on July 25, 1941, subject to submission of Form PR 47.
Prompt submission of the final voucher will be appreciated.

Very truly yours,

W. H. LYNCH
District Engineer

By L. J. Caufield
L. J. Caufield
Sr. Highway Engineer

Ion

Form E-1-5M-4-41

NOTED
Asst. State Highway Engineer

OREGON STATE HIGHWAY COMMISSION
FIELD ENGINEER'S WEEKLY REPORT
FOR CONSTRUCTION PROJECTS ONLY

Final Report

163-A-2

For Week Ending Aug. 2, 1941

Section East Unit Shaniko Cow Canyon

Kind of work Grading & Surfacing

Highway Sherman

Section prefix 33-1010

Contractor Leonard & Slate

Contract number [illegible]

Date of contract July 18, 1940

Date of completion June 14, 1941

Date work started July 31, 1940

Estimated date of completion June 14, 1941

Amount of contract $87,103.00

Per cent of time elapsed 100.0 %

Estimated cost of completed project, exclusive of engineering $96172.24

Per cent of contract completed, based on total contract price 100.0 %

Engineering cost to date, $5535.86, 6.35 %

Date project was completed ~~June~~ 14, 1941

General information covering progress of work by party and by contractor, important development, instructions to contractors, instructions from Division Engineers, exchanges in personnel of party, etc.:

Work started July 31, 1940 and progressed fairly well until wet and cold weather slowed up the work. More solid rock was encountered than anticipated and a large amount of drilling and shooting had to be done. The grading work was finished Dec. 23 except for the final clean up which was left and was finally finished in June.

Started moving in crushing equipment Oct. 23 and started crushing rock Nov. 20. After some trouble with a slow start the rock was crushed for base and key rock laid and good progress made. Put down 1,000 yards or so extra base rock in soft places. The surfacing looked good when completed Jan. 7, there was one spongy place near station 1151 which showed up particularily when the road thawed out later.

The Shaniko maintenance crew took over the maintenance Jan. 11. Later in the early spring the road raveled badly due to lack of moisture. The latter part of March or first of April a water truck was put on and ½ - 0 key rock added. The oiling Contractor started Apr. 15 doing some watering and preparation.

The road was made ready and oiling began Apr. 22 and completed up to the last seal Apr. 27. The last seal was finished May 11.

The Contractor started the final finishing June 2 and finished June 14 th.

Signed A. S. Hodge

Address Madras

RECEIVED
AUG 7 - 1941

Mail original copy to Salem and duplicate copy to Division Engineer on Saturday of each week, retain triplicate copy for your own file

	GRADING	SURFACING	MAINTENANCE MATERIALS	OIL AND BITUMINOUS MACADAM	PAVING
Miles in project	5.03	5.03		5.03	
Miles partially completed					
Miles completed	5.03	5.03		5.03	
Total estimated quantities	90437 ~~90,200~~	36,408 all grades		3,888 all grades	
Estimated quantities moved or placed to date	90437. ~~90,200~~	36,408		3,888	
Average daily quantities	770				
Average daily quantities necessary to complete project on time					
Number shifts per day					
Hours per shift					
Average force on project for week	0				

Percentages of men employed on contract to be secured from: .... County, ...%; .... County, ...%; .... County, ...%; .... County, ...%

	NUMBER USED AND SECURED FROM					CONTRACTOR'S KEY MEN, ETC.	TOTAL
	COUNTY	COUNTY	COUNTY	COUNTY	OTHER SOURCES		
Men							
Men and teams							
Men and trucks under 3 tons							
Men and trucks over 3 tons							
Men and tractors							

Equipment used during week: Shovels ...., Power graders ...., Rollers ...., Mixers ...., Crushing or screening plants ....

Compressors ...., Bulldozers ...., Sheet-foot rollers ...., ..., ..., ...

	WEATHER	HRS. DELAY	CAUSE OF DELAY
Sunday			
Monday			
Tuesday			
Wednesday			
Thursday			
Friday			
Saturday			

STATE PRINTING DEPT.

103-A-2

R.H.Baldock

Cost Analysis to March 15th, 1941
East Unit, Shaniko-Cow Canyon
Sherman Highway

Contract No. 2345
Leonard & Slate, Contractors

Prefix 33-1010
W. S. Hodge, Resident Engineer

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Description	Cost	Quantity	Unit Cost	Unit Price	Gross Revenue
Clearing & Grubbing	$106.02	All			$300.00
Trench Excavation	572.13	324.1 cu. yd.	$1.76	$2.00	648.20
Excavation, Single Class	27,193.37	89,670 " "	0.30	0.35	31,384.50
Truck Haul	1,335.60	8,900 lin. ft.	0.15	0.10	890.00
Finish Roadbed & Slopes	1,200.00	4.0 Mi.	300.00	300.00	1,200.00
18" Corr. Iron Pipe	231.06	118 lin. ft.	1.95	2.00	236.00
24" " " "	102.18	34 " "	3.00	3.00	102.00
36" " " "	1,124.44	196 " "	5.73	6.00	1,176.00
84" " " " Uncoated	1,275.22	68 " "	18.75	20.00	1,360.00
Salvage Culverts	244.30	342 " "	0.71	1.00	342.00
*Mat'l in Level Course & Shoulders	3,809.84	5,802 cu. yd.	0.70	0.65	3,771.30
*4½"-2" Cr. Rock in Base	13,064.67	12,598 " "	1.03	0.95	11,968.10
*3/4"-0" " " " " & Shoulders	8,880.20	8,563 " "	1.03	1.10	9,419.30
*Sprinkling	198.00	141.90 M-Gal.	1.40	1.75	248.33
*3/4"-½" Cr. Rock in S.P.	3,058.20	2,800 cu. yd.	1.09	1.10	3,080.00
*½"-¼" " " " "	1,179.59	1,080 " "	1.09	1.10	1,188.00
*¼"-10 " " " "	535.18	490 " "	1.09	1.10	539.00
PA #1, Rounding Cutbanks	336.38	4,095 lin. ft.	0.08	0.10	409.50
*Mat'l on Hand - 3/4"-0" Key for Base	1,161.00	1,350 cu. yd.	0.86	0.75	1,012.50
*Mineral Aggregate	3,931.97	3,600 cu. yd.	1.09	0.75	2,700.00
	$69,690.88				$71,974.73

NOTED
Highway Engineer

	Leonard & Slate	Norris Bros.	Total
Gross Revenue	$38,048.20	$33,926.53	$71,974.73
Total Cost	33,720.71	35,970.17	69,690.88
Net Profit	$4,327.49		$2,283.85
Net Loss		$2,043.64	

* Work done by Norris Bros.

Shaniko-Cow Canyon

Detail of Cost

Leonard & Slate

Labor:

Supervision	$1,683.00	
Labor	9,274.58	
State Industrial Accident Insurance	712.24	
Unemployment Insurance	328.73	
Social Security	109.57	
		$12,108.12

Materials:

18"	C.I.P.		118	lin. ft.	at	$1.449	$170.98	
18"	"	Bands	6		"	1.809	10.85	
24"	"		34	lin. ft.	"	2.268	77.11	
24"	"	"	1		"	2.646	2.65	
36"	"		196	lin. ft.	"	4.491	880.24	
36"	"	"	9		"	4.284	38.56	
84"	"	Uncoated	68	lin. ft.	"	15.939	1,083.85	
84"	"	Bands	4		"	11.907	47.63	
								2,311.87

Equipment Rental, Small Tools & Misc. Supplies:

Equipment Rental	$11,921.20	
Gas, Oil and Grease	2,497.37	
Small Tools & Misc. Supplies	1,702.11	
Explosives	1,529.44	
Main Office Expense	1,141.45	
Bond	380.48	
P.U.C.	73.81	
Freight & Cartage	54.86	
		19,300.72
Leonard & Slate - Total Cost		$33,720.71

Shaniko-Cow Canyon

Detail of Cost

Norris Brothers

Labor:		
Supervision	$726.00	
Labor	10,628.76	
State Industrial Accident Insurance	461.70	
Unemployment Insurance	340.64	
Social Security	113.55	
		$12,270.65
Equipment Rental, Small Tools & Misc. Supplies:		
Equipment Rental	$11,975.16	
Hired Trucks	1,139.04	
Gas, Oil and Grease	5,189.55	
Explosives	2,956.98	
Small Tools & Misc. Supplies	1,058.90	
Main Office	675.00	
Bond	339.26	
Lumber	274.10	
Freight & Cartage	91.53	
		23,699.52
Total Cost		$35,970.17

E. Unit, Shaniko-Cow Canyon

REMARKS:

This contract was bid and awarded July 18th, 1940. Grading was started July 31st, crushing November 23rd, and on January 11th all work was complete with the exception of oiling.

The work on this project was divided by two contractors, Leonard & Slate doing the clearing, grading and pipe work, and Norris Brothers the crushing, surfacing and oiling.

A good profit was made on the single class excavation although an estimated 56,000 cu. yds. of the 89,670 cu. yds. were solid. The ability to rip a large portion of the solid held the costs down. A somewhat larger profit could have been made, however, if the contractor had brought in all his equipment at the start and rushed the work through to the finish, thereby lowering supervision costs and also avoiding some bad weather. Failure to shoot one solid cut to the proper depth on the first shot also increased costs.

The crushing plant was set up at the specified quarry at M.P. 61.9 of the Sherman Highway. Equipment consisted of a 1¼ cu. yd. shovel, 5 cu. yd. trucks, 1 - 13" and 1 - 8" Gyrasphere crusher, 2 - 120 h.p. motors, 2 screens and miscellaneous conveyor belts and elevating buckets. The quarry was excellent, the rock breaking into about 6" minus when shot. The plant production was good, and during the 745 hours of operation the average hourly production was 48.7 cu. yds. A small loss is shown on the crushing, however, due to a high move in and set up cost, two major breakdowns of equipment and stockpiling and rehandling of the base rock.

E. H. Clymer
Cost Analyst

By . . J. D. Nelson

RECEIVED

FEDERAL WORKS AGENCY
PUBLIC ROADS ADMINISTRATION

UNITED STATES DEPARTMENT OF AGRICULTURE
BUREAU OF PUBLIC ROADS
DISTRICT No. 1

POST OFFICE BUILDING
PORTLAND, OREGON

IN YOUR REPLY PLEASE REFER TO FILE No.

Stencil No. 124
Oregon FAP 103-A (2)
East Unit, Shaniko-Cow Canyon Sec.
Sherman Highway

January 18, 1941

103-A-21

Mr. R. H. Baldock
State Highway Engineer
Salem, Oregon

Dear Sir:

We are forwarding herewith, for your files, an executed copy of the ____________ project agreement and certificate for the above numbered project.

Very truly yours,

W. H. LYNCH
District Engineer

By T. M. Davis
T. M. Davis
Sr. Highway Engineer

Encls.

jor

WA4pr-8857

Form P. R. 2

State Oregon

Federal Aid Project No. 103-A(2)

PROJECT AGREEMENT

MEMORANDUM OF AGREEMENT made this 18th day of December, 1940

by and between The Oregon State Highway Commission, constituting

for the purpose hereof, the Highway Department of the State of Oregon hereinafter called the Highway Department, and the Federal Works Administrator, hereinafter called the Administrator, under and pursuant to the provisions of the act of Congress approved July 11, 1916 (39 Stat., 355), entitled "An Act to provide that the United States shall aid the States in the construction of rural post roads, and for other purposes," and of the act approved November 9, 1921 (42 Stat., 212), entitled "An Act to amend the Act entitled 'An Act to provide that the United States shall aid the States in the construction of rural post roads, and for other purposes,' approved July 11, 1916, as amended and supplemented, and for other purposes," and acts amendatory thereof or supplementary thereto:

Whereas the Highway Department of said State submitted on the 26th day of November, 1923, a project statement, which was approved on the 29th day of December, 1923, for the proposed construction of a project consisting of the road hereinafter described; and

Whereas the Highway Department, in accordance with the rules and regulations promulgated for the administration of the Federal Highway Act, has furnished surveys, plans, specifications, and estimates for Section A (2) of said project which were recommended for approval by the District Engineer of the Public Roads Administration on the 20th day of May 1940; and

Whereas the Administrator has certified to the Secretary of the Treasury his approval of said surveys, plans, specifications, and estimates, and the sum of fifty-five thousand, two hundred and 00/100 dollars ($55,200.00) as the share of the United States payable under said act on account of Section A (2) of said project, which does not exceed the authorized Federal pro rata share of the approved total estimated cost thereof:

Now, therefore, in consideration of the premises and of the several promises to be faithfully performed by each, as hereinafter set forth, the Highway Department and the Administrator do hereby mutually agree as follows:

10—11370

FUNDS AT THE DISPOSAL OF THE HIGHWAY DEPARTMENT

Article I. Funds for the use of the Highway Department in the construction of said project have been made available in the following manner, to wit:

(*a*) By the State Chap. 175, laws 1917; Chap. 31, laws 1920; Chap. 529, laws 1939. (Include date and citation of act of legislature by which authorized)

(*b*) From other sources ...... (State how placed under direct control of Highway Department)

ROAD EMBRACED IN PROJECT

Article II. This agreement covers the following highway as described in detail in said surveys, plans, and specifications:

Between survey station 943+54.3 in the NE ¼, Section 34, T. 6 S., R. 16 E., W.M., and survey station 1209+00 in the SE ¼, Section 12, T. 7 S., R. 15 E., W.M.

......, length 5.027 miles, in Wasco County, being Section A (2) of Oregon Federal Aid project No. 103, consisting of 5.027 miles of roadway and no bridges, [illegible] of more than 20 feet clear span,

[illegible]

CHARACTER AND METHOD OF CONSTRUCTION

ARTICLE III. The Highway Department will construct or cause to be constructed to final completion said project, in strict compliance with said plans and specifications, which are made a part hereof, under its direct supervision, which shall include adequate inspection throughout the course of construction, subject at all times to inspection and approval by the Administrator or his agents, and in accordance with the laws of said State, the rules and regulations of the Administrator, and the following conditions:

(*a*) It is agreed that the construction work on the project shall be performed by contract, unless the performance thereof by force account shall be approved by the Administrator or his authorized representatives. Such construction work as may be performed by force account shall be paid for on the basis of the units of work performed at the unit prices set forth in the estimate as approved by the Administrator, except that where the total actual cost is ascertained to be less than the estimate so approved the total Federal payments shall not exceed the Federal pro rata share of such total actual cost.

UNITED STATES PRO RATA SHARE OF THE COST OF SAID PROJECT

ARTICLE IV. The United States pro rata share of the value of the labor and materials which shall be actually put into the construction of Section A (2) of said project shall not in any event exceed the sum of fifty-five thousand, two hundred and 00/100 dollars ($55,200.00), certified to the Secretary of the Treasury as above mentioned, which does not exceed the authorized Federal pro rata share of ninety thousand, four hundred eighty-nine and 30/100 dollars ($90,489.30), the approved total estimated cost of Section A (2) of said project.

PAYMENTS

ARTICLE V. As the construction of said project progresses, the Administrator shall from time to time draw warrants on the Secretary of the Treasury for the payment to

The State Treasurer
(Official or depository)

hereby designated by the Highway Department for that purpose and authorized under the laws of said State to receive public funds of the State of Oregon (Name) of such sums as shall not, together with previous payments, exceed the United States pro rata share, as above specified, of the value, as determined by the Administrator after inspection and approval, of the labor and materials which have actually been put into said construction work in compliance with the requirements of Article III hereof.

The Administrator reserves the right to withhold such sum as he may deem necessary to insure completion of construction in compliance with said plans and specifications.

MAINTENANCE OF PROJECT

ARTICLE VI. The Highway Department will maintain said project in compliance with said acts of July 11, 1916, and November 9, 1921, out of funds which have been or will be made available therefor by said State in the manner herein set forth, to wit:

(Include reference to statute authorizing

Chap. 529, laws 1939.

funds and probable amount annually available)

The Highway Department will use every means within its power to insure proper and permanent maintenance of said project, and to that end will provide for the constant making of needed repairs to preserve a smooth-surfaced highway.

Showing of authority of the Highway Department to execute agreements will be found in the agreement for project No. 112.

In witness whereof the parties have hereunto affixed their signatures, the Highway Department on the day and year first above written and the Administrator on the ________ day of JAN 7 1941, 19__

OREGON STATE HIGHWAY COMMISSION
(Official title of Highway Department)

By Henry F. Cabell
Chairman, State Highway Commission
(Title of officer)

By ____________
Member, State Highway Commission
(Title of officer)

By ____________
Member, State Highway Commission
(Title of officer)

By ____________
____
(Title of officer)

By ____________
____
(Title of officer)

FEDERAL WORKS ADMINISTRATOR,

By H. J. O'Leary
Acting Commissioner of Public Roads.

Form PR. 3—Revised

FEDERAL WORKS AGENCY
PUBLIC ROADS ADMINISTRATION

CERTIFICATE OF APPROVAL OF PLANS, SPECIFICATIONS, AND ESTIMATES

(Under "An Act to provide that the United States shall aid the States in the construction of rural roads, and for other purposes," approved July 11, 1916, and acts amendatory thereof and supplementary thereto.)

To

THE SECRETARY OF THE TREASURY, AND

THE STATE HIGHWAY DEPARTMENT OF THE STATE OF Oregon

Pursuant to the acts above cited, I hereby certify—

FIRST. That in accordance with the provisions of said acts, I have approved the plans, specifications, and estimates submitted by the State Highway Department of the State of Oregon for the construction of a highway designated in the records of this Agency as Federal Aid Project No. 103-A(2) State of Oregon

SECOND. That in accordance with said provisions I have approved the sum of $ 90,489.30 as the total estimated cost of said project, and the sum of $ 55,200.00 as the share of the United States, payable under said acts on account of such project, which does not exceed the authorized Federal pro rata share of said total estimated cost.

Done at the city of Washington, this ______ day of JAN 7 1941

one thousand nine hundred and ______

FEDERAL WORKS ADMINISTRATOR,

By ______
Acting Commissioner of Public Roads.

U. S. GOVERNMENT PRINTING OFFICE 16—10130

JAN 14 1941

Form PR. 3—Revised

FEDERAL WORKS AGENCY
PUBLIC ROADS ADMINISTRATION

CERTIFICATE OF APPROVAL OF PLANS, SPECIFICATIONS, AND ESTIMATES

(Under "An Act to provide that the United States shall aid the States in the construction of rural roads, and for other purposes," approved July 11, 1916, and acts amendatory thereof and supplementary thereto.)

To

The Secretary of the Treasury, and

The State Highway Department of the State of Oregon

Pursuant to the acts above cited, I hereby certify—

First. That in accordance with the provisions of said acts, I have approved the plans, specifications, and estimates submitted by the State Highway Department of the State of Oregon for the construction of a highway designated in the records of this Agency as Federal Aid Project No. 103-A(2) State of Oregon

Second. That in accordance with said provisions I have approved the sum of $ 90,489.30 as the total estimated cost of said project, and the sum of $ 55,200.00 as the share of the United States, payable under said acts on account of such project, which does not exceed the authorized Federal pro rata share of said total estimated cost.

Done at the city of Washington, this .... day of JAN 7 1941 one thousand nine hundred and ....

Federal Works Administrator,

By O'Leary
Acting Commissioner of Public Roads.

U. S. GOVERNMENT PRINTING OFFICE 16—10139

JAN 14 1941

FEDERAL WORKS AGENCY
PUBLIC ROADS ADMINISTRATION

UNITED STATES DEPARTMENT OF AGRICULTURE
BUREAU OF PUBLIC ROADS
DISTRICT No. 1

POST OFFICE BUILDING
PORTLAND, OREGON

(Stencil #28)

IN YOUR REPLY PLEASE REFER TO FILE NO. Oregon FAP 103-A (2)
East Unit, Shaniko-Cow Canyon Sec.
Sherman Highway

December 6, 1940

Mr. R. H. Baldock
State Highway Engineer
Salem, Oregon

Dear Sir:

We are forwarding herewith two copies of proposed project agreement for signature and return to this office.

Enclosed is an approved copy of the detail estimate, upon which the agreement was based, together with approved copy of specifications.

Very truly yours,

W. H. LYNCH
District Engineer

By L. J. Caufield
Sr. Highway Engineer

RECEIVED
NOV 22 1940
FOR FILING

103-A-2

November 2, 1940

Mr. W. H. Lynch
District Engineer
Public Roads Administration
P. O. Box 3900
Portland, Oregon

Dear Sir:

Herewith are enclosed seven copies of estimate as basis for project agreement for the East Unit, Shaniko-Cow Canyon Section, Project No. FA 103-A (2).

Very truly yours,

R. H. BALDOCK
Chief Engineer

By

S. H. Probert
Office Engineer

Dict. by J. W. Nash/ER

Encl.

Oregon State Highway Department Federal Aid Project No. 103-A (2)

EAST UNIT, SHANIKO-COW CANYON SECTION OF THE SHERMAN HIGHWAY IN WASCO COUNTY

(Estimate as basis for project agreement. Based on low bid prices.)

Salem, Oregon, September 27, 1940

All Required		Clearing and Grubbing		$ 300.00
240	cu. yds.	Trench Excavation	$ 2.00	480.00
98,000	cu. yds.	Excavation, Single Classif.	.35	34,300.00
13,000	yd. mi.	Truck Haul	.10	1,300.00
5.03	miles	Finishing Roadbed and Slopes	300.00	1,509.00
280	lin. ft.	18" Corrugated Iron Pipe	2.00	560.00
80	lin. ft.	24" Corrugated Iron Pipe	3.00	240.00
100	lin. ft.	36" Corrugated Iron Pipe	6.00	600.00
60	lin. ft.	84" Corrugated Iron Pipe, Uncoated	20.00	1,200.00
390	lin. ft.	Salvaging Culvert Pipe	1.00	390.00
70	only	Wood Sight Posts	3.00	210.00
9,800	cu. yds.	Material in Leveling Course and Shoulder Base	.65	6,370.00
10,500	cu. yds.	4½" - 2" Rock in Base	.95	9,975.00
6,300	cu. yds.	3/4" - 0" Rock in Base and Shoulders	1.10	6,930.00
1,000	M-gals.	Sprinkling	1.75	1,750.00
5.03	miles	Preparation of Base	100.00	503.00
3,600	cu. yds.	Mineral Aggregate in Place	2.40	8,640.00
252	tons	Asphalt in Place	22.00	5,544.00
68	tons	Emulsified or RC-3 Asphalt in Seal Coat	21.50	1,462.00
		Subtotal		$ 82,263.00
		10% Engr. & Cont.		8,226.30
		Total		$ 90,489.30

Length 5.027 miles

Cost per mile $ 18,000.65

Federal Aid Funds- -$ 55,200.00

State Funds- 35,289.30

$ 90,489.30

State Funds for Construction: Chap. 175, laws 1917; Chap. 31, laws 1920; Chap. 529, laws 1939

State Funds for Maintenance: Chap. 529, laws 1939

RECEIVED
AUG 10 1940
FOR FILING

102-A-[illegible]

August 9, 1940

Leonard & Slate
Multnomah, Oregon

Gentlemen:

We are forwarding to you today, by express, a fully executed copy of Contract No. 2345 which was awarded to you on July 18, 1940, for 5.03 miles grading, surfacing and oiling on the East Unit, Shaniko Cow Canyon Section of the Sherman Highway, in Wasco County. This is for your records and files.

Very truly yours,

STATE HIGHWAY COMMISSION

By

Secretary

DD:AM

RECEIVED
JUL 23 1940
FOR

103-11-2

July 22, 1940

LEONARD & SLATE
Multnomah, Oregon

D.G. DeSart

Gentlemen:

We are sending you today by express four copies Contract No. 2345 which was awarded to you by the State Highway Commission on July 18, 1940, covering the grading, surfacing, and oiling of the East Unit of the Shaniko-Cow Canyon Section of the Sherman Highway, in Wasco County.

You are requested to execute all four copies of this contract as to agreement and bond and return them to this office for approval by the State Highway Commission. When this has been done a fully executed copy will be returned to you for your records and files. We will also send an executed copy to the surety on your bond.

Your special attention is called to the paragraph under Section 5 (page 14) of the printed General Provisions, relating to the Workmen's Compensation Act. You will be expected to accept the terms of this Act and to carry on your work under this contract in strict conformance thereto.

Your attention is also called to the paragraph on the mimeographed page immediately preceding the colored pages, relating to payment by the contractor of amounts due hospital associations, et cetera.

Very truly yours,

STATE HIGHWAY COMMISSION
By

Secretary

MEL

RECEIVED
JUL 22 1940
FOR FILING

103-A-2

July 20, 1940

Leonard & Slate
Multnomah, Oregon

Gentlemen:

The State Highway Commission on July 18, 1940, awarded you the contract for 5.03 miles grading, surfacing and oiling, also furnishing of 4,000 cu. yds. crushed rock in stock piles, on the East Unit of Shaniko-Cow Canyon Section of the Sherman Highway, in Wasco County. This award was based on your low bid of $87,103.00 submitted on that date.

Contract forms will be sent to you for execution within the next few days.

Very truly yours,

STATE HIGHWAY COMMISSION

By

Secretary

AM

cc - Mr. S. H. Probert
Mr. G. S. Paxson

[illegible]

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OCT 9 1940
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FEDERAL WORKS AGENCY
PUBLIC ROADS ADMINISTRATION
DISTRICT ONE

MONTANA
OREGON
WASHINGTON

POST OFFICE BUILDING
PORTLAND, OREGON

July 18, 1940

Mr. R. H. Baldock
State Highway Engineer
Salem, Oregon

Dear Sir:

This is to confirm our verbal concurrence in award of contract, as of this date, for Oregon Federal Aid Project No. 103-A (2), East Unit of Shaniko-Cow Canyon Section of the Sherman Highway, to Leonard & Slate, Multnomah, Oregon, who submitted the low bid.

Very truly yours,

W H Lynch

W. H. LYNCH
District Engineer

Jron

June 27, 1940

Mr. W. H. Lynch
District Engineer
Public Roads Administration
P. O. Box 3900
Portland, Oregon

Dear Sir:

Herewith are enclosed seven copies of revised estimate and three copies of right of way statement for the East Unit, Shaniko-Cow Canyon Section, Project No. FA 103-A (1).

Five copies of revised bid proposals are being sent under separate cover. The revision consists of changing the date of receiving bids, date of completion and a revised specification under the subhead "Schedule of Performance of Work."

Very truly yours,

R. H. BALDOCK
State Highway Engineer

By

S. H. Probert
Office Engineer

Dist. by J. W. Nash/ER

Encl.

Oregon State Highway Department — Federal Aid Project No. 103-A (2)

EAST UNIT, SHANIKO-COW CANYON SECTION

OF THE SHERMAN HIGHWAY IN WASCO COUNTY

(Estimate to accompany plans and specifications. Not as basis for project agreement.)

Salem, Oregon, June 26, 1940

All Required		Clearing and Grubbing		$ 200.00
240	cu. yds.	Trench Excavation	$ 1.00	240.00
98,000	cu. yds.	Excavation, Single Classif.	.35	34,300.00
13,000	yd. mi.	Truck Haul	.12	1,560.00
5.03	miles	Finishing Roadbed and Slopes	200.00	1,006.00
280	lin. ft.	18" Corrugated Iron Pipe	2.00	560.00
80	lin. ft.	24" Corrugated Iron Pipe	3.00	240.00
100	lin. ft.	36" Corrugated Iron Pipe	6.00	600.00
60	lin. ft.	84" Corrugated Iron Pipe (Uncoated)	15.00	900.00
390	lin. ft.	Salvaging Culvert Pipe	.70	273.00
70	only	Wood Sight Posts	2.00	140.00
9,800	cu. yds.	Material in Leveling Course and Shoulder Base	.60	5,880.00
10,500	cu. yds.	4½" - 2" Rock in Base	1.00	10,500.00
6,300	cu. yds.	3/4" - 0" Rock in Base and Shoulders	1.00	6,300.00
1,000	M-gals.	Sprinkling	1.50	1,500.00
5.03	miles	Preparation of Base	100.00	503.00
3,600	cu. yds.	Mineral Aggregate in Place	2.30	8,280.00
252	tons	Asphalt in Place	20.00	5,040.00
68	tons	Emulsified or RC-3 Asphalt in Seal Coat	20.00	1,360.00
			Subtotal	$ 79,382.00
			10% Engr. & Cont.	7,938.20
			Total	$ 87,320.20

Length 5.027 miles

Cost per mile $ 17,370.24

Federal Aid Funds- $ 53,270.00

State Funds- 34,050.20

$ 87,320.20

EAST UNIT, SHANIKO-COW CANYON SECTION

PROJECT NO. FA 103-A (2)

All necessary right of way has been acquired for this project.

R. H. BALDOCK
State Highway Engineer

By

S. H. Probert
Office Engineer

June 27, 1940

FORM S-A-1 9M 4-38

COMMISSIONERS
HENRY F. CABELL, CHAIRMAN, PORTLAND
E. B. ALDRICH, PENDLETON
HURON W. CLOUGH, CANYONVILLE

H. B. GLAISYER, SECRETARY

R. H. BALDOCK
STATE HIGHWAY ENGINEER
SALEM

C. B. McCULLOUGH
ASSISTANT HIGHWAY ENGINEER
SALEM

RECEIVED
JUN 24 1940
FOR FILING
FEDERAL WORKS AGENCY
PUBLIC ROADS ADMINISTRATION

OREGON STATE HIGHWAY COMMISSION

SALEM

103-A-2

IN REPLY PLEASE REFER TO FILE NO.

June 12, 1940

Mr. W. H. Lynch
District Engineer
Public Roads Administration
Post Office Box 3900
Portland, Oregon

Dear Sir:

Please be advised that all necessary right of way has been acquired for the East Unit, Shaniko-Cow Canyon Section, Project No. FA 103-A (2).

Very truly yours,

R. H. BALDOCK
State Highway Engineer

By

S. H. Probert
Office Engineer

Dict. by J. W. Nash/GS

FEDERAL WORKS AGENCY
PUBLIC ROADS ADMINISTRATION
DISTRICT ONE

MONTANA
OREGON
WASHINGTON

POST OFFICE BUILDING
PORTLAND, OREGON

May 28, 1940

Mr. R. H. Baldock
State Highway Engineer
Salem, Oregon

Dear Sir:

P.S.& E. documents for Oregon Federal Aid Project No. FAP 103-A (2), the East Unit, Shaniko-Cow Canyon Section of the Sherman County, have today been recommended for approval, subject to final review and approval by the Commissioner of Public Roads. This is your authority to advertise for bids.

Concurrence in award of contract will be withheld pending receipt of advice that the right of way has been obtained.

Very truly yours,

W. H. LYNCH
District Engineer

By Caufield
L. J. Caufield
Sr. Highway Engineer

May 22, 1940

Mr. W. H. Lynch
District Engineer
Public Roads Administration
P. O. Box 3900
Portland, Oregon

Dear Sir:

Reference is made to the 84-inch corrugated iron culvert pipe on the East Unit, Shaniko-Cow Canyon Section, Project No. FA 103-A (2).

The cost of the pipe is estimated to be $13.00 per lineal foot and the cost of an equivalent concrete culvert is estimated to be as follows:

.67 cu. yd.	Concrete per lineal foot	at $24.00	$16.08
112 lbs.	Metal Reinforcement per lin. ft. at	.06	6.72
			$22.80

Very truly yours,

R. H. BALDOCK
State Highway Engineer

By

S. H. Probert
Office Engineer

Dist. by J. W. Nash/ER

May 22, 1940

Mr. W. M. Lynch
District Engineer
Public Roads Administration
Post Office Box 3900
Portland, Oregon

Dear Sir:

Herewith are enclosed seven copies of estimate and three copies of right of way statement for the East Unit, Shaniko-Cow Canyon Section, Project No. FA 103-A (2).

Five bid proposals and five sets of blueprint plans are being sent under separate cover.

Very truly yours,

R. H. BALDOCK
State Highway Engineer

By

S. H. Probert
Office Engineer

Dict. by J. W. Nash/GS

Encl.

Oregon State Highway Department Federal Aid Project No. 103-A (2)

EAST UNIT, SHANIKO-COW CANYON SECTION

OF THE SHERMAN HIGHWAY IN WASCO COUNTY

(Estimate to accompany plans and specifications. Not as basis for project agreement.)

Salem, Oregon, May 21, 1940

All Required		Clearing and Grubbing		$ 200.00
240	cu. yds.	Trench Excavation	$ 1.00	240.00
98,000	cu. yds.	Excavation, Single Classif.	.30	29,400.00
13,000	yd. mi.	Truck Haul	.12	1,560.00
5.03	miles	Finishing Roadbed and Slopes	200.00	1,006.00
280	lin. ft.	18" Corrugated Iron Pipe	2.00	560.00
80	lin. ft.	24" Corrugated Iron Pipe	3.00	240.00
100	lin. ft.	36" Corrugated Iron Pipe	5.00	500.00
60	lin. ft.	84" Corrugated Iron Pipe (Uncoated)	13.00	780.00
390	lin. ft.	Salvaging Culvert Pipe	.70	273.00
70	only	Wood Sight Posts	2.00	140.00
9,800	cu. yds.	Material in Leveling Course and Shoulder Base	.60	5,880.00
10,500	cu. yds.	4½" - 0" Rock in Base	.85	8,925.00
6,300	cu. yds.	3/4" - 0" Rock in Base and Shoulders	.85	5,355.00
1,000	M-gals.	Sprinkling	1.50	1,500.00
5.03	miles	Preparation of Base	100.00	503.00
3,600	cu. yds.	Mineral Aggregate in Place	2.00	7,200.00
252	tons	Asphalt in Place	20.00	5,040.00
68	tons	Emulsified or MC-3 Asphalt in Seal Coat	20.00	1,360.00
			Subtotal	$ 70,662.00
			10% Engr. & Cont.	7,066.20
			Total	$ 77,728.20

Length	5.027 miles
Cost per mile	$ 15,462.14

Federal Aid Funds	$ 47,520.00
State Funds	30,208.20
	$ 77,728.20

Oregon State Highway Department Federal Aid Project No. 103-A (2)

EAST UNIT, SHANIKO-COW CANYON SECTION OF THE SHERMAN HIGHWAY IN WASCO COUNTY

(Estimate to accompany plans and specifications. Not as basis for project agreement.)

Salem, Oregon, May 21, 1940

All Required		Clearing and Grubbing		$ 200.00
240	cu. yds.	Trench Excavation	$ 1.00	240.00
98,000	cu. yds.	Excavation, Single Classif.	.30	29,400.00
13,000	yd. mi.	Truck Haul	.12	1,560.00
5.03	miles	Finishing Roadbed and Slopes	200.00	1,006.00
280	lin. ft.	18" Corrugated Iron Pipe	2.00	560.00
80	lin. ft.	24" Corrugated Iron Pipe	3.00	240.00
100	lin. ft.	36" Corrugated Iron Pipe	5.00	500.00
60	lin. ft.	84" Corrugated Iron Pipe (Uncoated)	13.00	780.00
390	lin. ft.	Salvaging Culvert Pipe	.70	273.00
70	only	Wood Sight Posts	2.00	140.00
9,800	cu. yds.	Material in Leveling Course and Shoulder Base	.60	5,880.00
10,500	cu. yds.	4½" - 2" Rock in Base	.85	8,925.00
6,300	cu. yds.	3/4" - 0" Rock in Base and Shoulders	.85	5,355.00
1,000	M-gals.	Sprinkling	1.50	1,500.00
5.03	miles	Preparation of Base	100.00	503.00
3,600	cu. yds.	Mineral Aggregate in Place	2.00	7,200.00
252	tons	Asphalt in Place	20.00	5,040.00
68	tons	Emulsified or RC-3 Asphalt in Seal Coat	20.00	1,360.00
			Subtotal	$ 70,662.00
			10% Engr. & Cont.	7,066.20
			Total	$ 77,728.20

Length 5.027 miles

Cost per mile $ 15,462.14

Federal Aid Funds- -	$ 47,520.00
State Funds- -	30,208.20
	$ 77,728.20

EAST UNIT, SHANIKO-COW CANYON SECTION

PROJECT NO. FA 103-A (2)

While negotiations for right of way are in progress, some fourteen parcels have not been acquired, nor has the right to occupy and use same been secured, but it is now believed that all necessary right of way will be fully available within twenty-one days.

R. H. BALDOCK
State Highway Engineer

By

S. H. Probert
Office Engineer

May 21, 1940

CONTRACT# [redacted] 2346

FAS 69-A-1 Butte Cr.-Mayville Rd. Sec., 1940
#2346 Kinzua Co. Rd.

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FEB 9 1942
FOR FILING

FAS 69-A

NOTED
State Highway Engineer

SUMMARY OF COMPLETED FEDERAL AID WORK

BUTTE CREEK-MAYVILLE ROAD SECTION

PROJECT NO. FAS 69-A (1)

Description	Code No.	Rdwy. Width	Total Cost	FAS Funds	Length
Roadway (Sta. 0+60 to 168+00)	312	24	$16,817.24	$10,106.00	3.200

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RECEIVED
OCT 11 1941
FOR FILING

FAS 69-A-1

October 10, 1941

Mr. Frank Penepacker
400 N. Thompson St.
Portland, Oregon

Dear Sir:

The State Highway Commission at its meeting on August 15, 1941, granted your request for an extension of time from November 30, 1940 to July 10, 1941, in connection with contract No. 2346, for grading and surfacing the Butte Creek-Mayville Road Section of the Kinzua County Road, in Wheeler County, subject to the condition that you reimburse the state for extra engineering expense incurred subsequent to the specified date of completion.

Very truly yours,

OREGON STATE HIGHWAY COMMISSION

By

Secretary

RS

cc -W. C. Williams

RECEIVED
SEP 4 1941
FOR FILING

FAS 69-A-1

September 3, 1941

Glens Falls Indemnity Company
Jewett, Barton, Leavy & Kearn
Lewis Bldg.
Portland, Oregon

Gentlemen:

You are hereby notified that state highway contract No. 2346 for work on the Butte Creek-Mayville Road, Section, on the Kinsua County Road in Wheeler County, has been completed by the contractor, Frank Penepacker, and that final settlement will be made on or after September 13, 1941.

The state is not advised of any unpaid claims for labor or materials, or of the existence of any claims, debts, dues, or demands incurred in the performance of such work and remaining unsatisfied, and you are advised that the state assumes no responsibility for any such claims should there be any.

This notice is served upon you since you appear as surety on the bond furnished by the above contractor. Kindly acknowledge receipt of this letter.

For your information we wish to advise that the total amount paid the contractor in connection with this contract will be $14,908.01, including final payment, and that no force account work was performed therein. The contract was completed on July 2, and accepted by the Commission on September 15, 1941.

15

Very truly yours,

OREGON STATE HIGHWAY COMMISSION

By

RS Secretary

NOTED
D. G DeSart

FAS 69-A-1

RECEIVED
AUG 30 1941
FOR FILING

R. H. Baldock

August 26th, 1941

COST ANALYSIS—FINAL REPORT

Kinzua County Road
Contract No. 2346

Butte Creek-Mayville Road Section
Prefix 235-1006

Frank Penepacker, Contractor
C. C. Slavens, Resident Engineer

Item	Cost	Quantity	Unit Cost	Unit Bid	Gross Revenue
Clearing & Grubbing	$272.67	100%		$500.00	$500.00
Trench Excavation	314.91	266.3 Cu. Yd.	$1.18	0.90	239.67
Excav., Location "A"	7,545.22	32,916.3 " "	0.229	0.18	5,924.93
" " "B"	784.96	2,763.0 " "	0.284	0.18	497.34
" " "C"	815.95	2,858.4 " "	0.350	0.18	514.51
Truck Haul	533.80	5,931.3 Yd. Mi.	0.09	0.10	593.13
Finishing Roadbed & Slopes	1,606.65	3.17 Mi.	506.83	300.00	951.00
6" Perf. Metal Pipe	541.22	560 Lin. Ft.	0.97	0.85	476.00
18" Corr. Iron Pipe	1,672.32	794 " "	2.11	2.00	1,588.00
24" " " "	123.85	38 " "	3.26	3.00	114.00
Salvaging Culvert Pipe	38.44	58 " "	0.66	0.40	23.20
Rock Backfill in Drains	242.60	128 Cu. Yd.	1.90	1.75	224.00
Pit Run Talus Rock Surf.	1,409.55	6,787 " "	0.21	0.35	2,375.45
Hauling Talus Rock, Truck Measure	2,404.84	9,611.5 Yd. Mi.	0.25	0.14	1,345.61
PA #1, Purchase 24" Corr. Iron Pipe	63.27	22 Lin. Ft.		2.31	50.89
	$18,370.25				$15,417.73

Total Cost	$18,370.25
Gross Revenue	15,417.73
Net Loss	$2,952.52

Net Loss Equals 19.2% of Gross Revenue

NOTED
State Highway Engineer

Butte Creek - Mayville Road

Detail of Cost

Labor:

Supervision	$1,468.73	
Labor	4,662.94	
State Industrial Accident Insurance	320.67	
Social Security & Unemployment Insurance	263.26	
		$6,715.60

Materials:

6" Perf. Iron Pipe	560	lin. ft.	at $0.594	$332.64	
6" " " " Bands	24		" 0.594	14.85	
18" Corr. Iron Pipe	794	lin. ft.	" 1.467	1,164.80	
18" " " " Bands	26		" 2.16	57.46	
24" " " "	60	lin. ft.	" 2.313	138.78	
24" " " " "	1		" 2.691	2.69	
					1,711.22

Equipment Rental, Supplies & Miscellaneous:

Equipment Rental	$4,757.68	
Hired Trucks (not including drivers or fuel)	1,060.56	
Rented Equipment	414.50	
Gas, Oil and Grease	1,457.65	
Explosives	137.55	
Lumber & Hardware for Bunker	139.59	
Rock Purchase	102.40	
Move In & Cartage	1,111.77	
Small Tools & Supplies	110.85	
Public Liability	25.83	
Home Office & General Overhead	470.87	
Bond	154.18	
		9,943.43
		$18,370.25

Butte Creek-Mayville Road Section

REMARKS:

This contract consisted of the construction of 3.20 miles of highway roadbed, the construction of 3.20 miles of pit run talus rock surfacing and such incidental work as was called for by the specifications. It was bid July 18th, 1940; work was started October 7th, 1940 and finished July 2nd, 1941.

The grading consisted of 40,000 cubic yards of material, mostly common. It consists of 1.75 miles of widening and 1.45 miles of new alignment. Fair progress was made during the fall of 1940 until wet weather forced a shutdown on December 5th. The contractor moved all equipment away from the project and moved in again on May 6th. Due to an extremely wet spring the work progressed very slowly, and material was costly to handle. In the large cut at Sta. 118+00 several springs necessitated much trenching and incidental hand work. Finishing roadbed and slopes was costly due to the fact that the job was carried over the winter and necessitated the maintainence of the roadbed during the winter months.

The pit run talus was dozed with an RD-8 cat and bulldozer into a trap and loaded into trucks. The dozer was unable to keep enough material in the trap to keep the trucks busy, and much time was lost by the trucks. This manner of loading resulted in a low loading cost but a very high hauling cost.

The main contributing factors resulting in the rather large loss were the late date of starting resulting in the holdover of the job until 1941 and a very late spring in 1941.

E. H. Clymer
Cost Analyst

By . . C. E. Paulsen

RECEIVED
AUG 12 1941

FAS 64-A-1

R.

August 11, 1941

Glens Falls Indemnity Company
Jewett, Barton, Leavy & Kern
Lewis Building
Portland, Oregon

Gentlemen:

You are advised that it is the intention of the State Highway Commission to make semi-final payment to Frank Penepacker, on contract No. 2346, covering the Butte Creek-Mayville Road Section of the Kinzua County Road, in Wheeler County. This payment, in the amount of $586.32, will be made on or after August 21,1941. The retained percentage is $750.00.

The state is not advised of any unpaid claims for labor or materials, or of the existence of any claims, debts, dues or demands incurred in the performance of such work and remaining unsatisfied, and you are advised that the state assumes no responsibility for any such claims should there be any.

Kindly acknowledge receipt of this letter.

Very truly yours,

OREGON STATE HIGHWAY COMMISSION

By

Secretary

RS

NOTED
D. G. DeSart

R

FEDERAL WORKS AGENCY
PUBLIC ROADS ADMINISTRATION

RECEIVED
AUG - 9 1941
OREGON
STATE HIGHWAY COMMISSION

UNITED STATES DEPARTMENT OF AGRICULTURE
BUREAU OF PUBLIC ROADS
DISTRICT No. 1
POST OFFICE BUILDING
PORTLAND, OREGON

Stencil No. 3.

IN YOUR REPLY PLEASE
REFER TO FILE No.

FAS 69-A-1

August 7, 1941

Mr. R. H. Baldock
State Highway Engineer
Salem, Oregon

Dear Sir:

Final inspection of Oregon FAS 69-A (1), Butte Creek-Mayville Road Section of the Kinzua Road, was made by a representative of this office on July 11, 1941, subject to submission of Form PR 47.
Prompt submission of the final voucher will be appreciated.

Very truly yours,

W. H. LYNCH
District Engineer

By L. J. Caufield
L. J. Caufield
Sr. Highway Engineer

Jen

R

RECEIVED
JUL 1941
FOR FILING

FAS 69-A-1

OREGON STATE HIGHWAY COMMISSION

INTER-DEPARTMENT CORRESPONDENCE

Prairie City, Oregon.
July 3, 1941

Subject:

NOTED
State Highway Engineer

To:
~~Mr. W.H. Lynch, District Engineer.~~
~~Public Roads Administration.~~
~~P.O. Box 3900.~~
~~Portland, Oregon.~~

Dear Sir:

Work completed July 2, 1941, on The Butte Creek-Mayville Road Section of the Kinzua County Road, in Wheeler County, F.A.S. 69-A (1), Contract No. 2346.

Yours truly.

C.C. Slavens.
Resident Engineer.
Box 237.
Prairie City, Oregon.

cc: R.H. Baldock. ✓
H.C. Smith.
W.C. Williams.
S.H. Probert.

Form E-1—5M—10-40

OREGON STATE HIGHWAY COMMISSION

FIELD ENGINEER'S WEEKLY REPORT

No. 18.

FOR CONSTRUCTION PROJECTS ONLY

C7-A-1

For Week Ending June 21, 1941

Section Butte Creek-Mayville Road.

Kind of work Grading and Surfacing

Highway Kinzua County Road

Section prefix 235-1006

Contractor Frank Penepacker.

Contract number 2346.

Date of contract July 18, 1940

Date of completion November 30, 1940

Date work started October 7, 1940

Estimated date of completion June 30, 1941

Amount of contract $ 15,104.50

Per cent of time elapsed 100 % %

Estimated cost of completed project, exclusive of engineering $ 15,708.63

Per cent of contract completed, based on total contract price 98 %

Engineering cost to date, $ 1,700.00, %

Date project was completed , 19

General information covering progress of work by party and by contractor, important development, instructions to contractors, instructions from Division Engineers, exchanges in personnel of party, etc.:

Due to rains during the week, the contractor was delayed several days. However, the Excavation was practically moved, and the finishing should be c completed early next week, providing it does not rain.

The surfacing will be started about the middle of next week, and the entire project should be completed by the end of June.

Hetrick, Tonkin, Ness, Cyrus and myself spent Wednesday and Thursday on this project, setting blue tops, remeasuring and etc.

CEIVED
JUN 2
OFFICE OF

P

Signed C.C. Slavens.

Address Box 237.
Prairie City, Oregon.

Mail original copy to Salem and duplicate copy to Division Engineer on Saturday of each week, retain triplicate copy for your own file

	GRADING	SURFACING	MAINTENANCE MATERIALS	OIL AND BITUMINOUS MACADAM	PAVING
Miles in project	3.2	3.2			
Miles partially completed	0.2	1.2			
Miles completed	3.0	2.0			
Total estimated quantities	38,000 C.Y	7,000 C.Y			
Estimated quantities moved or placed to date	38,000 C.Y	5,000 C.Y			
Average daily quantities	70 C.Y	0			
Average daily quantities necessary to complete project on time	Time Expired	Time Expired			
Number shifts per day	1				
Hours per shift	8				
Average force on project for week	8				

Percentages of men employed on contract to be secured from:

.... County, ...%; .... County, ...%; .... County, ...%; .... County, ...%

	NUMBER USED AND SECURED FROM					CONTRACTOR'S KEY MEN, ETC.	TOTAL
	COUNTY	COUNTY	COUNTY	COUNTY	OTHER SOURCES		
Men							
Men and teams							
Men and trucks under 3 tons							
Men and trucks over 3 tons							
Men and tractors							

Equipment used during week: Shovels ...., Power graders ...., Rollers ...., Mixers ...., Crushing or screening plants ...., Compressors ...., Bulldozers 1, Sheet-foot rollers ...., Cat 1 Scraper 1 ...., ...

	WEATHER	HRS. DELAY	CAUSE OF DELAY
Sunday	Clear	All Day	
Monday	Clear	All Day	Making Equipment Repairs
Tuesday	Clear	None	
Wednesday	Rain	All Day	
Thursday	Overcast	None	
Friday	Clear	None	
Saturday	Clear	None	

STATE PRINTING DEPT.

FAS 69-A-1

UNITED STATES DEPARTMENT OF AGRICULTURE
BUREAU OF PUBLIC ROADS
DISTRICT NO. 1

POST OFFICE BUILDING
PORTLAND, OREGON

FEDERAL WORKS AGENCY
PUBLIC ROADS ADMINISTRATION

IN YOUR REPLY PLEASE REFER TO FILE No. Stencil No. 124
Oregon FAS 69-A (1)
Butte Creek-Mayville Road
Kinzua County Road

February 14, 1941

Mr. R. H. Baldock
State Highway Engineer
Salem, Oregon

Dear Sir:

We are forwarding herewith, for your files, an executed copy of the ____________________ project agreement and certificate for the above numbered project.

Very truly yours,

W. H. LYNCH
District Engineer

By L. Caufield
L. J. Caufield
Sr. Highway Engineer

Encls.

Tom

Wa4pr - 9166

Form ~~P. R. 2~~

State Oregon

Federal Aid Secondary Project No. FAS 69-A(1)

PROJECT AGREEMENT

MEMORANDUM OF AGREEMENT made this 10th day of Jan, 1941

by and between The Oregon State Highway Commission

, constituting

for the purpose hereof, the Highway Department of the State of Oregon hereinafter called the Highway Department, and the Federal Works Administrator, hereinafter called the Administrator, under and pursuant to the provisions of the act of Congress approved July 11, 1916 (39 Stat., 355), entitled "An Act to provide that the United States shall aid the States in the construction of rural post roads, and for other purposes," and of the act approved November 9, 1921 (42 Stat., 212), entitled "An Act to amend the Act entitled 'An Act to provide that the United States shall aid the States in the construction of rural post roads, and for other purposes,' approved July 11, 1916, as amended and supplemented, and for other purposes," and acts amendatory thereof or supplementary thereto; particularly Section 7 of the Act approved June 16, 1936, 49 Stat. 1521 (Public No. 686, 74th Congress):

Whereas the Highway Department of said State submitted on the 13th day of February, 1940, a project statement, which was approved on the 29th day of February, 1940, for the proposed construction of a project consisting of the road hereinafter described; and

Whereas the Highway Department, in accordance with the rules and regulations promulgated for the administration of the Federal Highway Act, has furnished surveys, plans, specifications, and estimates for Section A (1) of said project which were recommended for approval by the District Engineer of the Public Roads Administration on the 31 day of July 1940; and

Whereas the Administrator has certified to the Secretary of the Treasury his approval of said surveys, plans, specifications, and estimates, and the sum of ten thousand, one hundred forty and 00/100 dollars ($10,140.00) as the share of the United States payable under said act on account of Section A (1) of said project, which does not exceed the authorized Federal pro rata share of the approved total estimated cost thereof:

Now, therefore, in consideration of the premises and of the several promises to be faithfully performed by each, as hereinafter set forth, the Highway Department and the Administrator do hereby mutually agree as follows:

16—11379

FUNDS AT THE DISPOSAL OF THE HIGHWAY DEPARTMENT

ARTICLE I. Funds for the use of the Highway Department in the construction of said project have been made available in the following manner, to wit:

(*a*) By the State Chap. 175, laws 1917; Chap. 31, laws 1920; (Include date and citation of act of legislature by which authorized) Chap. 529, laws 1939.

(*b*) From other sources

(State how placed under direct control of Highway Department)

ROAD EMBRACED IN PROJECT

ARTICLE II. This agreement covers the following highway as described in detail in said surveys, plans, and specifications:

Between survey station 0+60 at the John Day Highway in the SW ¼ of Sec. 1, T. 7 S., R. 21 E., W.M., and survey station 168+00 in the NE ¼ Sec. 32, T. 6 S., R. 22 E., W.M., with a "Y" connection, survey station 0+50 to 1+90

, length 3.200 miles, in Wheeler County, being Section A (1) of Oregon Federal Aid Secondary project No. FAS 69, consisting of 3.200 miles of roadway and no bridges, ~~each~~ of more than 20 feet clear span, ~~[illegible]~~

CHARACTER AND METHOD OF CONSTRUCTION

ARTICLE III. The Highway Department will construct or cause to be constructed to final completion said project, in strict compliance with said plans and specifications, which are made a part hereof, under its direct supervision, which shall include adequate inspection throughout the course of construction, subject at all times to inspection and approval by the Administrator or his agents, and in accordance with the laws of said State, the rules and regulations of the Administrator, and the following conditions:

(*a*) It is agreed that the construction work on the project shall be performed by contract, unless the performance thereof by force account shall be approved by the Administrator or his authorized representatives. Such construction work as may be performed by force account shall be paid for on the basis of the units of work performed at the unit prices set forth in the estimate as approved by the Administrator, except that where the total actual cost is ascertained to be less than the estimate so approved the total Federal payments shall not exceed the Federal pro rata share of such total actual cost.

UNITED STATES PRO RATA SHARE OF THE COST OF SAID PROJECT

ARTICLE IV. The United States pro rata share of the value of the labor and materials which shall be actually put into the construction of Section A (1) of said project shall not in any event exceed the sum of ten thousand, one hundred forty and 00/100 dollars ($10,140.00), certified to the Secretary of the Treasury as above mentioned, which does not exceed the authorized Federal pro rata share of sixteen thousand, six hundred fourteen and 95/100 dollars ($16,614.95), the approved total estimated cost of Section A (1) of said project.

PAYMENTS

ARTICLE V. As the construction of said project progresses, the Administrator shall from time to time draw warrants on the Secretary of the Treasury for the payment to

The State Treasurer
(Official or depository)

hereby designated by the Highway Department for that purpose and authorized under the laws of said State to receive public funds of the State of Oregon (Name) of such sums as shall not, together with previous payments, exceed the United States pro rata share, as above specified, of the value, as determined by the Administrator after inspection and approval, of the labor and materials which have actually been put into said construction work in compliance with the requirements of Article III hereof.

The Administrator reserves the right to withhold such sum as he may deem necessary to insure completion of construction in compliance with said plans and specifications.

MAINTENANCE OF PROJECT

ARTICLE VI. The Highway Department will maintain said project in compliance with said acts of July 11, 1916, and November 9, 1921, out of funds which have been or will be made available therefor by said State in the manner herein set forth, to wit: Chap. 529, laws 1939.
(Include reference to statute authorizing funds and probable amount annually available)

The Highway Department will use every means within its power to insure proper and permanent maintenance of said project, and to that end will provide for the constant making of needed repairs to preserve a smooth-surfaced highway.

UNITED STATES PRO RATA SHARE OF THE COST OF SAID PROJECT

ARTICLE IV. The United States pro rata share of the value of the labor and materials which shall be actually put into the construction of Section A (1) of said project shall not in any event exceed the sum of ten thousand, one hundred forty and 00/100 dollars ($10,140.00), certified to the Secretary of the Treasury as above mentioned, which does not exceed the authorized Federal pro rata share of sixteen thousand, six hundred fourteen and 95/100 dollars ($16,614.95), the approved total estimated cost of Section A (1) of said project.

PAYMENTS

ARTICLE V. As the construction of said project progresses, the Administrator shall from time to time draw warrants on the Secretary of the Treasury for the payment to The State Treasurer (Official or depository) hereby designated by the Highway Department for that purpose and authorized under the laws of said State to receive public funds of the State of Oregon (Name) of such sums as shall not, together with previous payments, exceed the United States pro rata share, as above specified, of the value, as determined by the Administrator after inspection and approval, of the labor and materials which have actually been put into said construction work in compliance with the requirements of Article III hereof.

The Administrator reserves the right to withhold such sum as he may deem necessary to insure completion of construction in compliance with said plans and specifications.

MAINTENANCE OF PROJECT

ARTICLE VI. The Highway Department will maintain said project in compliance with said acts of July 11, 1916, and November 9, 1921, out of funds which have been or will be made available therefor by said State in the manner herein set forth, to wit: Chap. 529, laws 1939.

(Include reference to statute authorizing funds and probable amount annually available)

The Highway Department will use every means within its power to insure proper and permanent maintenance of said project, and to that end will provide for the constant making of needed repairs to preserve a smooth-surfaced highway.

Showing of authority of the Highway Department to execute agreements will be found in the agreement for project No. 112.

In witness whereof the parties have hereunto affixed their signatures, the Highway Department on the day and year first above written and the Administrator on the ______ day of JAN 31 1941, 19__

OREGON STATE HIGHWAY COMMISSION
(Official title of Highway Department)

By Henry F. Cabell
Chairman, State Highway Commission
(Title of officer)

By [illegible]
Member, State Highway Commission
(Title of officer)

By Herman Oliver
Member, State Highway Commission
(Title of officer)

By ______
______
(Title of officer)

By ______
______
(Title of officer)

FEDERAL WORKS ADMINISTRATOR,

By H.J. O'Leary
Acting Commissioner of Public Roads.

U. S. GOVERNMENT PRINTING OFFICE 16—11879

Form PR. 3—Revised

FEDERAL WORKS AGENCY
PUBLIC ROADS ADMINISTRATION

CERTIFICATE OF APPROVAL OF PLANS, SPECIFICATIONS, AND ESTIMATES

(Under "An Act to provide that the United States shall aid the States in the construction of rural roads, and for other purposes," approved July 11, 1916, and acts amendatory thereof and supplementary thereto.)

To

The Secretary of the Treasury, and

The State Highway Department of the State of Oregon

Pursuant to the acts above cited, I hereby certify—

First. That in accordance with the provisions of said acts, I have approved the plans, specifications, and estimates submitted by the State Highway Department of the State of Oregon for the construction of a highway designated in the records of this Agency as Federal Aid Secondary Project No. FAS 69-A(1) State of Oregon

Second. That in accordance with said provisions I have approved the sum of $16,614.95 as the total estimated cost of said project, and the sum of $10,140.00 as the share of the United States, payable under said acts on account of such project, which does not exceed the authorized Federal pro rata share of said total estimated cost.

Done at the city of Washington, this ______ day of ______ one thousand nine hundred and JAN 31 1941

Federal Works Administrator,

By H. J. O'Leary
Acting Commissioner of Public Roads.

U. S. GOVERNMENT PRINTING OFFICE 16—10120

RECEIVED
JAN 1 6 1941
FOR FIL

FPS 67.9-1

January 15, 1941

Mr. L. J. Donnelly
Box 72
Kinzua, Oregon

Dear Sir:

In response to your communication of January 9, advise that the Kinzua road is a county road which is being improved with federal and state funds as a part of the federal secondary system. Jurisdiction over the road remains with the County.

Mr. Williams, our Division Engineer, advises me that the contractor left the road in bad condition when operations were suspended, and he called upon the contractor to remedy the conditions. In response to that, the contractor made arrangements for the Wheeler County Court to maintain the road, the contractor to pay the County Court for the work that it has and is doing. Mr. Williams advises that the County Court has made arrangements to place approximately 500 yards of rock topping on the sections that have broken through, and I believe that by this time the road will be in satisfactory condition.

Thank you for calling our attention to this matter.

Very respectfully,

R. H. Baldock
Chief Engineer

RHB:hi
cc County Court of Wheeler County
Mr. W. C. Williams

FORM E-30 REVISED 25M 5-40

OREGON STATE HIGHWAY COMMISSION

INTER-DEPARTMENT CORRESPONDENCE

Salem
January 17, 1941

Subject: FAS project on Kinzua Road,
Wheeler County

To: Mr. R. H. Baldock
Chief Engineer
Office

Dear Sir:

With reference to the attached letter from Mr. L. F. Donnelly of Kinzua, Oregon:

I am advised by Mr. Williams that the contractor did not commence construction on this job for two or three months after the contract was awarded, and, therefore, did not finish the work before bad weather commenced, and the road was left in a very bad condition.

The contractor has now made arrangements with the Wheeler County Court to maintain the road in a passable condition, paying the county court for the maintenance work.

Mr. Williams advised that he was over this section last week, and the county court made arrangements to place approximately 500 cubic yards of rock topping on the sections which have broken through, and that within a few days the roadbed will be in passable condition.

The contractor is responsible for maintenance of this road until the job has been completed, at which time it will be turned over to the county for maintenance.

The road is a county road, which is being improved as a Federal Aid Secondary Highway project.

Very truly yours,

Oscar Cutler

Oscar Cutler
Asst. Office Engineer

OC:ME

Encl.

REFERRED TO
Mr. Cutler
By Chief Engineer

I s not the county responsible for this maintenance?

CO.

ine Mills Company

MANUFACTURERS OF
REGON PONDEROSA PINE PRODUCTS

Kinzua, Oregon

January 9, 1941.

on,

on is called to the present deplorable condition
Kinzua where it branches off the John Day
low Fossil. For the first half-mile or so the
t is getting impossible to use the road without
. Like many others, I am forced to install a
t pipe on my car. We cannot get over the road
without dragging bottom and it is now damaging fenders and running boards.

Regardless of why the road was left in such condition, can you not arrange to place a few loads of gravel so that cars can get over it without continued damage? Certainly we are entitled to better consideration than we are now getting.

Your attention will be appreciated by myself and hundreds of others living here at Kinzua.

Yours very truly,

L J Donnelly

L. J. Donnelly,
Box 72
Kinzua, Oregon.

LJD-j

L. J. DONNELLY
SALES MANAGER

KINZUA PINE MILLS CO.
KINZUA, OREGON

ine Mills Company
MANUFACTURERS OF
EGON PONDEROSA PINE PRODUCTS
Kinzua, Oregon

January 9, 1941.

State Highway Commission,
Salem, Oregon.

Gentlemen:

Your attention is called to the present deplorable condition of the road leading to Kinzua where it branches off the John Day Highway a few miles below Fossil. For the first half-mile or so the ruts are so bad that it is getting impossible to use the road without serious damage to cars. Like many others, I am forced to install a new muffler and exhaust pipe on my car. We cannot get over the road without dragging bottom and it is now damaging fenders and running boards.

Regardless of why the road was left in such condition, can you not arrange to place a few loads of gravel so that cars can get over it without continued damage? Certainly we are entitled to better consideration than we are now getting.

Your attention will be appreciated by myself and hundreds of others living here at Kinzua.

Yours very truly,

L. J. Donnelly,
Box 72
Kinzua, Oregon.

LJD-j

Kinzua Pine Mills Company

MANUFACTURERS OF

KILN-DRIED OREGON PONDEROSA PINE PRODUCTS

Kinzua, Oregon

January 9, 1941.

State Highway Commission,
Salem, Oregon.

Gentlemen:

Your attention is called to the present deplorable condition of the road leading to Kinzua where it branches off the John Day Highway a few miles below Fossil. For the first half-mile or so the ruts are so bad that it is getting impossible to use the road without serious damage to cars. Like many others, I am forced to install a new muffler and exhaust pipe on my car. We cannot get over the road without dragging bottom and it is now damaging fenders and running boards.

Regardless of why the road was left in such condition, can you not arrange to place a few loads of gravel so that cars can get over it without continued damage? Certainly we are entitled to better consideration than we are now getting.

Your attention will be appreciated by myself and hundreds of others living here at Kinzua.

Yours very truly,

L J Donnelly

L. J. Donnelly,
Box 72
Kinzua, Oregon.

LJD-j

ADDRESS ALL CORRESPONDENCE TO THE COMPANY, NOT TO INDIVIDUALS

RECEIVED

FEDERAL WORKS AGENCY
PUBLIC ROADS ADMINISTRATION

FAS 69-H-1

(Stencil #28)

UNITED STATES DEPARTMENT OF AGRICULTURE
BUREAU OF PUBLIC ROADS
DISTRICT No. 1

POST OFFICE BUILDING
PORTLAND, OREGON

IN YOUR REPLY PLEASE REFER TO FILE No. Oregon FAS 69-A (1)
Butte Creek-Mayville Road
Kinzua Road

January 9, 1941

Mr. R. H. Baldock
State Highway Engineer
Salem, Oregon

Dear Sir:

We are forwarding herewith two copies of proposed project agreement for signature and return to this office.

Enclosed is an approved copy of the detail estimate, upon which the agreement was based, together with approved copy of specifications.

Very truly yours,

W. H. LYNCH
District Engineer

By L J Caufield
L. J. Caufield
Sr. Highway Engineer

RECEIVED
NOV 22 1940
FOR FILING

FAS 69-A-1

November 19, 1940

Mr. W. H. Lynch
District Engineer
Public Roads Administration
P. O. Box 3900
Portland, Oregon

Dear Sir:

Herewith are enclosed seven copies of estimate as basis for project agreement for the Butte Creek-Mayville Road Section, Project No. FAS 69-A (1).

Very truly yours,

R. H. BALDOCK
Chief Engineer

By

E. H. Probert
Office Engineer

Dict. by J. W. Nash/ER

Encl.

Oregon State Highway Department

Federal Aid Secondary
Project No. FAS 69-A (1)

BUTTE CREEK-MAYVILLE ROAD SECTION OF THE KINZUA ROAD IN WHEELER COUNTY

(Estimate as basis for project agreement. Based on low bid prices.)

Salem, Oregon, November 15, 1940

All Required		Clearing and Grubbing		$ 500.00
210	cu. yds.	Trench Excavation	$ .90	189.00
34,300	cu. yds.	Excavation, Locations "A"	.18	6,174.00
3,000	cu. yds.	Excavation, Locations "B"	.18	540.00
3,100	cu. yds.	Excavation, Locations "C"	.18	558.00
6,800	yd. mi.	Truck Haul	.10	680.00
3.20	miles	Finishing Roadbed and Slopes	300.00	960.00
200	lin. ft.	6" Perforated Metal Pipe	.85	170.00
800	lin. ft.	18" Corr. Iron Pipe	2.00	1,600.00
70	lin. ft.	24" Corr. Iron Pipe	3.00	210.00
120	lin. ft.	Salvaging Culvert Pipe	.40	48.00
70	cu. yds.	Gravel or Rock Backfill in Drains	1.75	122.50
6,300	cu. yds.	Pit-run Talus Rock Surfacing	.35	2,205.00
8,200	yd. mi.	Hauling Talus Rock, Truck Measure	.14	1,148.00
			Subtotal	$ 15,104.50
			10% Engr. & Cont.	1,510.45
			Total	$ 16,614.95

Length 3.200 miles
Cost per mile $ 5,192.17

FAS Funds- -	$ 10,140.00
State Funds- -	6,474.95
	$ 16,614.95

State Funds for Construction: Chap. 175, laws 1917; Chap. 51, laws 1920;
Chap. 529, laws 1939
Funds for Maintenance: Chap. 529, laws 1939

RECEIVED
AUG 7 1940
FOR FILING

FAS 69-A-1

July 31, 1940

Mr. Frank Penepacker,
400 No. Thompson St.,
Portland, Oregon

Dear Sir:

We are sending to you today, by express, one fully executed copy of State Highway Contract No. 2346 which was awarded to you on July 18, 1940, covering the grading and surfacing of the Butte Creek-Mayville Road Section of the Kinzua County Road, in Wheeler County. This copy is for your records and files.

An executed copy of this contract is also being furnished the surety on your bond.

Yours very truly,

HBG:MC

Secretary

NOTED
D. G. DeSart

RECEIVED
AUG 7 1940
FOR FILING

FAS 44-A-1

July 31, 1940

Glens Falls Indemnity Co.,
Jewett, Barton, Leavy & Kern, Agts.,
Lewis Building
Portland, Oregon

Gentlemen:

We are sending to you today, by express, one fully executed copy of State Highway Contract No. 2346 which was awarded on July 18, 1940, to Frank Penepacker to cover the grading and surfacing of the Butte Creek-Mayville Road Section of the Kinzua County Road, in Wheeler County.

This copy of the contract is sent you for your records and files inasmuch as you appear as surety on the bond furnished in connection therewith.

Yours very truly,

HBG:MC

Secretary

NOTED
D. G. DeSart

COMMISSIONERS
HENRY F. CABELL, CHAIRMAN, PORTLAND
E. B. ALDRICH, PENDLETON
HURON W. CLOUGH, CANYONVILLE

H. B. GLAISYER, SECRETARY

R. H. BALDOCK
STATE HIGHWAY ENGINEER
SALEM
C. B. McCULLOUGH
ASSISTANT STATE HIGHWAY ENGINEER
SALEM

OREGON STATE HIGHWAY COMMISSION
SALEM

RECEIVED
JUL 29 1940
FOR FILING

FAS 69-A-1

IN REPLY PLEASE
REFER TO FILE NO.

July 23, 1940

Mr Nash

Mr. W. H. Lynch
District Engineer
Public Roads Administration
Post Office Box 3900
Portland, Oregon

Attention: Mr. T. M. Davis

Dear Sir:

We are enclosing herewith three copies of maintenance agreement executed by the County Court of Wheeler County and the State Highway Commission, relative to maintenance on the Kinzua Road, Project FAS 69-A (1); also, three copies of resolution executed by the county authorities, relative to encroachments and traffic for the same project.

Very truly yours,

R. H. BALDOCK
State Highway Engineer

By Cutler

Oscar Cutler
Asst. Office Engineer

OC:ME

Encl.

RECEIVED
JUL 23 1940
FOR FILING

74869-A-1

July 22, 1940

E.G. DeSart

Mr. Frank Penepacker
400 N. Thompson Street
Portland, Oregon

Dear Sir:

We are sending you today by express four copies of Contract No. 2346 which was awarded to you by the State Highway Commission on July 18, 1940, covering the grading and surfacing of the Butte Creek-Mayville Road Section of the Kinzua County Road, in Wheeler County.

Kindly execute all four copies of this contract as to agreement and bond and return them to this office for approval by the State Highway Commission. When this has been done a fully executed copy will be returned to you for your records and files. We will also send an executed copy to the surety on your bond.

Your special attention is called to the paragraph under Section 5 (page 14) of the printed General Provisions, relating to the Workmen's Compensation Act. You will be expected to accept the terms of this Act and to carry on your work under this contract in strict conformance thereto.

Your attention is also called to the paragraph on the mimeographed page immediately preceding the colored pages, relating to payment by the contractor of amounts due hospital associations, et cetera.

Very truly yours,

STATE HIGHWAY COMMISSION
By

Secretary

MEL

RECEIVED
JUL 22 1940
FOR FILING

FAS 67-B-1

July 20, 1940

Mr. Frank Penepacker
400 North Thompson St.
Portland, Oregon

Dear Sir:

The State Highway Commission on July 16, 1940, awarded you the contract for 3.20 miles grading and surfacing on the Butte Creek-Mayville Road Section of the Kinzua County Road, in Wheeler County. This award was based on your low bid of $15,104.90 submitted on that date.

Contract forms will be sent to you for execution within the next few days.

Very truly yours,

STATE HIGHWAY COMMISSION

By

Secretary

AM

cc - Mr. S. H. Probert
Mr. C. S. Paxson

July 19, 1940

Mr. W. H. Lynch
District Engineer
Public Roads Administration
P. O. Box 3900
Portland, Oregon

Dear Sir:

In accord with the request contained in your letter of July 16, 1940, we are sending, under separate cover, four blueprint copies of the typical section sheet of the plans for the Butte Creek-Mayville Road Section, Project No. FA 69-A (1).

The typical cross-section has been modified to show 5:1 slopes for fills of three feet or less.

Very truly yours,

R. H. BALDOCK
State Highway Engineer

By

S. H. Probert
Office Engineer

Dict. by J. W. Nash/ER

RECEIVED
OCT 9 1940
FOR FILING

FAS 69-A-1

FEDERAL WORKS AGENCY
PUBLIC ROADS ADMINISTRATION
DISTRICT ONE

MONTANA
OREGON
WASHINGTON

POST OFFICE BUILDING
PORTLAND, OREGON

July 18, 1940

Mr. R. H. Baldock
State Highway Engineer
Salem, Oregon

Dear Sir:

This is to confirm our verbal concurrence in award of contract, as of this date, for Oregon Federal Aid Secondary Project No. FAS 69-A (1), Butte Creek-Mayville Road Section of the Kinzua Road, to Frank Penepacker, Portland, Oregon, who submitted the low bid.

Very truly yours,

W H Lynch

W. H. LYNCH
District Engineer

Jon

FEDERAL WORKS AGENCY
PUBLIC ROADS ADMINISTRATION
DISTRICT ONE

MONTANA
OREGON
WASHINGTON

POST OFFICE BUILDING
PORTLAND, OREGON

RECEIVED

July 16, 1940

Mr. R. H. Baldock
State Highway Engineer
Salem, Oregon

Dear Sir:

Reference is made to P.S.& E. for Oregon Federal Aid Secondary Project FAS 69-A (1), the Kinzua Road in Wheeler County.

It is noted the fill slopes on the typical section sheets are shown 1-1/2:1 and no provision is made for flattening shallow fill slopes. We are requested to submit section sheets revised to conform to the requirements of the memorandum of June 8, 1934, a copy of which was forwarded to you on June 15, 1934.

Will you please send us four copies of the section sheet revised as mentioned above.

Very truly yours,

W H Lynch

W. H. LYNCH
District Engineer

[illegible]

RECEIVED
AUG 16 1940
FOR FILING
[illegible]
Projects
County Road

July 10, 1940

Hon. S. J. Howard
County Judge of Wheeler County
Fossil, Oregon

Butte Ck - Mayville Rd. Section

Dear Judge Howard:

I refer to your letter of July 5, advising that the County plans to install three stock passes for property owners on the Kinzua Road Project.

It is now too late to ask the contractors to submit bids for these structures at the same time they bid on the main project, but we do not anticipate that you will have any difficulty in making satisfactory arrangements with the successful bidder if you decide to have him do the work for you. The resident engineer that we place in charge of the project will be glad to assist you in handling the matter with the contractor and to provide the necessary grades. You understand, of course, that the passes are looked upon as right of way considerations and that, for that reason, neither the State nor the Federal Government can participate in their cost.

Very truly yours,

R. H. Baldock
State Highway Engineer

WHEELER COUNTY
COUNTY CLERK'S OFFICE
FOSSIL, OREGON

SCOTT SASSER
CLERK

RECEIVED
[illegible] 8 - 1940
OREGON
STATE HIGHWAY COMMISSION

July 5, 1940

REFERRED TO RHB
By Asst. State Highway Engineer

R. H. Baldock, State Highway Engineer,
Salem, Oregon.

Dear Mr. Baldock:

You are hereby advised that in the purchasing of the Right of way for the Kinzua Road the County Court agreed as part of the considerations of said deeds to put in three stock passes.

Two of these are to be on the lands of A. O. Myers and one on the land of E. J. Klink.

It seems that it is proper to advise you of this so that the contractors might have some advance information that they will be expected to be built.

Respectfully,

S. J. Howard
County Judge Wheeler County, Ore

FEDERAL WORKS AGENCY
PUBLIC ROADS ADMINISTRATION
DISTRICT ONE

MONTANA
OREGON
WASHINGTON

POST OFFICE BUILDING
PORTLAND, OREGON

July 3, 1940

Mr. R. H. Baldock
State Highway Engineer
Salem, Oregon

Dear Sir:

P.S. & E. documents for Oregon Federal Aid Secondary Project No. FAS 69-A (1), the Butte Creek to Mayville Road Section of the Kinzua Road have been recommended for approval, subject to the final review and approval by the Commissioner of Public Roads. This is your authority to advertise for bids.

Before forwarding the documents, we reduced the Federal Aid Secondary funds requested to the program amount of $9,000.00, there being no 1940 unprogrammed balance from which an increase may be made at this time.

Concurrence in award will be withheld until the right to occupy and use the right of way has been secured.

Very truly yours,

W. H. LYNCH
District Engineer

By
F. E. Andrews
Sr. Highway Engineer

RECEIVED
JUL 2 1940
FOR FILING

FAS 69-A-1

July 1, 1940

Mr. W. H. Lynch
District Engineer
Public Roads Administration
P. O. Box 3900
Portland, Oregon

Dear Sir:

In connection with the Butte Creek-Mayville Road Project, Project F. A. S. 69-A (1), we agree to construct a more satisfactory and more fully adequate surfacing when traffic conditions warrant such further improvement.

Very truly yours,

R. H. Baldock
State Highway Engineer

June 21, 1940

Mr. W. H. Lynch
District Engineer
Public Roads Administration
Post Office Box 3900
Portland, Oregon

Dear Sir:

Herewith are enclosed seven copies of estimate and three copies of right of way statement to accompany plans and specifications for the Butte Creek-Mayville Road Section, Project No. FAS 69-A (1).

Five bid proposals and five sets of blueprint plans are being sent under separate cover.

Very truly yours,

R. H. BALDOCK
State Highway Engineer

By

S. H. Probert
Office Engineer

Dict. by J. W. Nash/GS

Encl.

Oregon State Highway Department

Federal Aid Secondary
Project No. FAS 69-A (1)

BUTTE CREEK-MAYVILLE ROAD SECTION OF THE KINZUA ROAD IN WHEELER COUNTY

(Estimate to accompany plans and specifications. Not as basis for project agreement.)

Salem, Oregon, June 21, 1940

All Required		Clearing and Grubbing		$ 600.00
210	cu. yds.	Trench Excavation	$ 1.00	210.00
34,300	cu. yds.	Excavation, Locations "A"	.20	6,860.00
3,000	cu. yds.	Excavation, Locations "B"	.65	1,950.00
3,100	cu. yds.	Excavation, Location "C"	.50	1,550.00
6,800	yd. mi.	Truck Haul	.12	816.00
3.20	miles	Finishing Roadbed and Slopes	300.00	960.00
200	lin. ft.	6" Perforated Metal Pipe	.80	160.00
800	lin. ft.	18" Corr. Iron Pipe	2.00	1,600.00
70	lin. ft.	24" Corr. Iron Pipe	3.00	210.00
120	lin. ft.	Salvaging Culvert Pipe	1.00	120.00
70	cu. yds.	Gravel or Rock Backfill in Drains	2.00	140.00
6,300	cu. yds.	Pit-run Talus Rock Surfacing	.30	1,890.00
8,200	yd. mi.	Hauling Talus Rock, Truck Measure	.12	984.00
			Subtotal	$ 18,050.00
			10% Engr. & Cont.	1,805.00
			Total	$ 19,855.00

Length 3.200 miles
Cost per mile $ 6,204.68

FAS Funds- -	$ 12,120.00
State Funds- -	7,735.00
	$ 19,855.00

BUTTE CREEK-MAYVILLE ROAD SECTION

PROJECT NO. FAS 69-A (1)

While negotiations for right of way are in progress, some fourteen parcels have not been acquired nor has the right to occupy and use these parcels been secured, but it is now believed that all necessary right of way can be made fully available within 21 days.

R. H. BALDOCK
State Highway Engineer

By

S. H. Probert
Office Engineer

June 21, 1940

CONTRACT#2347

26-1043 Oregon Slough-Columbia Slough Sec.
Pac.Hwy.West (N.Denver Ave.) 1940

#2347

26-1043
2347

OREGON STATE HIGHWAY DEPARTMENT
(date)
January 4, 1955

(CONTRACT NO.)	(EST. NO.)	(CONTRACTOR)	
2347	3-Post Final	Parker-Schram Co.	
(VOUCHER NO.)	(WARRANT NO.)	(AMOUNT)	(DATE)
26842	B-112010	$ 105.30	~~33/~~ 1/3/55

Mr. H. B. Glaisyer:

The warrant listed above is in payment of the final estimate of the above described contract. The warrant will be held in the Accounting Division until advised by you that release is authorized.

ACCOUNTING DIVISION
Ruth Rawlings

Specified Completion Date: August 15, 1940

Time Extensions: to Oct. 17, 1940 with/out penalty

Completion Date: Oct. 17, 1940

Date Accepted: Oct. 17, 1940

Penalties: None of record

Claims: None of record

Remarks:

Date: 1-4-55

To the Accounting Division:

Release of the above warrant is hereby authorized.

H. B. Glaisyer
H. B. Glaisyer
Secretary

Warrant Mailed:
Ruth Rawlings

RECEIVED
FOR FILING

26-1043
2347

OREGON STATE HIGHWAY DEPARTMENT
(date)
December 28, 1954

(CONTRACT NO.)	(EST. NO.)	(CONTRACTOR)
2347	2-Final	Parker-Schram Company

(VOUCHER NO.)	(WARRANT NO.)	(AMOUNT)	(DATE)
26338	R-111780	$ 491.40	12/28/54

Mr. H. B. Glaisyer:

The warrant listed above is in payment of the final estimate of the above described contract. The warrant will be held in the Accounting Division until/advised by you that release is authorized.

ACCOUNTING DIVISION

Specified Completion Date: **Aug. 15, 1940**

Time Extensions: **to Oct. 17, 1940 with penalty**

Completion Date: **Oct. 17, 1940**

Date Accepted: **Jan. 21, 1941**

Penalties: **A Time Extension Penalty assessed**

Claims: **None of record**

Remarks:

Date: **12-29-54**

To the Accounting Division:

Release of the above warrant is hereby authorized.

H. B. Glaisyer
Secretary

Warrant Mailed: DEC 29 1954
Ruth Rawlings

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FOR FILING

Sp-1042
[illegible]17

December 23, 1954

Parker-Schram Co.
Builders Exchange Bldg.
Portland 4, Oregon

Gentlemen:

Reference is made to your letter of December 8, concerning final settlement in connection with the Oregon Slough-Columbia Slough Project, Contract No. 2347.

This will advise that your claim for additional allowance in the amount of $105.30 for shortage in cutback asphalt tonnage due to erroneous setting of the weigh scale is approved. A post-final voucher for the amount will go forward under separate cover.

Very truly yours,

R. H. Baldock
State Highway Engineer

By

W. C. Williams
Deputy State Highway Engineer

SHP:bb

cc H. G. Smith

PARKER-SCHRAM COMPANY

General Constructors

Portland 4, Oregon

December 8, 1954

C
O
P
Y

H. G. Smith, Construction Engineer
Oregon State Highway Department
Salem, Oregon

Contract No. 2347

Dear Sir:

With letter of December 6 from Mr. C. H. Maison, Auditor, we have received copy of estimate showing balance due of $491.40 as determined by State Highway Department computations for work performed under our Contract No. 2347 for resurfacing .96 mile of existing asphaltic concrete pavement on the Oregon Slough-Columbia Slough Section of the Pacific Highway West in Multnomah County. Complying with your request, we have executed the certificate on the reverse of this voucher and are returning the original herewith, subject to the understanding, based on your statement in our recent telephone conversation, that although designated "Estimate No. 2 Final" the document is actually to be considered only as a Progress Estimate, that such action is without prejudice to our right to assert our claim for additional compensation due on this project and that acceptance of the payment proposed thereby is not to be construed as acknowledgment of final settlement on the contract.

With respect to our claim on this project, which again involves only an alleged deficiency in the quantity allowed for cutback asphaltic surfacing material furnished, Mr. Williams, in his letter of March 10, 1949, stated that inasmuch as the 558.5 Tons required for this work as determined from the weight tickets and shown in the proposed final estimate, was considerably in excess of the 440 Tons that your engineers estimated would be used, he could find no basis for adjustment of quantities on this contract. However, we do not believe that such reasoning is necessarily sound or applicable in this case, particularly as the work was performed at the same time and under the same identical conditions as the paving on the Lombard Street project referred to in another letter this date - in fact, some of the test loads that we had weighed in September 1940, that showed an underrun of approximately 5½% in our weights as compared with those obtained on the Public Scale, were actually delivered to the North Denver Avenue project.

This contract called for the placing of a cutback asphaltic wearing surface, uniformly 5/8 of an inch in thickness, using ½" aggregates and it was, no doubt, on the basis of that thickness the 440 Ton estimate was computed. As you know, pavement that requires resurfacing is rarely absolutely accurate even when planed and with a tolerance of only 1/8" available in the material being used, we believe that to maintain an average thickness of not over 5/8" throughout the .96 mile of this project, would be exceptionally difficult, if not impossible. On the other hand, a variation of only 3/16" in thickness would call for an increase of 30% in the tonnage required, so we do not consider the overrun indicated above as unreasonable.

As further evidence of the fact that the State has received the benefit of substantially more tonnage than has been allowed, our records disclose that on these two projects, i.e. this contract and the Lombard Street paving, we purchased and used asphaltic concrete aggregates, as follows:

3/4"		899	cu. yds.
1/2"		3727	"
1/4"		2713	"
Sand		1800	"
	Total	9139	cu. yds.

Our experience has determined that we normally require not over .85 cu. yd. of aggregate per ton of asphaltic concrete produced and we use that figure in our cost estimates. On that basis we should have produced 10,750 Tons, which is almost exactly 10% more than has so far been allowed and even if an adjustment is made on the suggested 3½% increase basis and the quantities allowed that we have agreed to accept, the total tonnage paid for by the State would still be 600 Tons or approximately 6% less than that figure.

Giving consideration to these facts, we believe that the proposed 3½% increase adjustment offer should be extended to this contract also. This would figure 19.5 Tons additional or $105.30 and we are willing to accept the sum of $596.70 in final settlement and release of all claims in connection with this contract.

Yours very truly,

PARKER-SCHRAM COMPANY

By (sgd) C. A. Schram

CAS:dab

Encl.

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FORM E-20X 15M. 8-48 22204

6-1043

2347

OREGON STATE HIGHWAY COMMISSION

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
August 3, 1951

SUBJECT:

To: Mr. W. C. Williams
Assistant State Highway Engineer

With reference to recent actions on the four Parker-Schram Co. contracts in connection with which final payments have not been made, we find as follows:

1. The four contracts are:

Contract No. 1781 - Big Eddy Overcrossing
Contract No. 1916 - Ross Island Br.-Schiller Creek
Contract No. 2326 - Lombard Street Project
Contract No. 2347 - Oregon Slough-Columbia Slough

2. Relative to Contract No. 1781, we find no indication of any action having been taken either by us or by Parker-Schram since about 1940. (This is a bridge job).

3. Relative to Contract No. 1916, we find that under date of March 9 (apparently on your instruction) we issued two dummy price agreements; one allowing $6.74 for "digging a test hole in cut at Milwaukie Ave.," and the other allowing $24.25 for "removal of curbs at junction of Brooklyn and Grand Avenues." Also, that we issued on March 16, 1949, a revised final voucher in which allowance of the two price agreement items here mentioned was made. Parker-Schram has taken no action on this revised final voucher.

4. Relative to Contract No. 2326, we find that on March 10, 1949, you wrote to Parker-Schram agreeing to an allowance of $1,246.20 to cover what appears to have been an underpayment for asphaltic concrete due to defective weigh scales. In your letter you asked Parker-Schram to advise of its concurrence, but no such concurrence appears to have been received.

5. Relative to Contract No. 2347, we find that on March 10, 1949, you wrote to Parker-Schram disallowing their claim for extra tonnage of asphaltic concrete due to defective scales and asking them to accept the final voucher issued to them in 1941. The final voucher has not as yet been received from Parker-Schram.

Copies of the letters referred to in paragraphs Nos. 4 and 5 above are in the files of your secretary.

S. H. Probert
Office Engineer

SHP:gs

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FOR FILING

6-1043

2347

March 10, 1949

Parker-Schram Company
201 Builders Exchange Building
Portland, Oregon

Gentlemen:

In regard to amounts of asphaltic concrete used on your Contract No. 2347, Oregon Slough-Columbia Slough Section of the Pacific Highway West, analysis of this job indicates no evidence of incorrect tonnage of asphaltic concrete as shown on the final estimate. While this job was done immediately following work on the Alma Avenue-Interstate Avenue Section, it appears that your scales, which had been in error, were or should have been corrected to show proper weights.

The fact is that there was a material overrun of quantities on this project, as the contract indicated an estimated 440 tons, whereas the final estimate shows the quantity as placed to be 558.5 tons, which is an overrun of approximately 27%.

Based on the above facts, we can find no basis for adjustment of quantities on this contract, and respectfully urge that you accept quantities as indicated by the final estimate, in order to close this long-standing matter.

Very truly yours,

R. H. Baldock
State Highway Engineer

By

W. C. Williams
Assistant State Highway Engineer

WCW:me

E.H. Baldock

26-1043

2347

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FOR FILING

November 29th, 1941

FINAL COST ANALYSIS

Oregon Slough-Columbia Slough Pacific Highway
Asphalt Paving
Contract No. 2347 Parker-Schramm, Contractors Prefix 26-1043
A. B. Dean, Resident Engineer

Item	Cost	Quantity	Unit	Unit Cost	Unit Bid	Gross Revenue
Cutback Asphalt Surface	$2,252.72	558.5	Ton	$4.03	$5.40	$3,015.90

Gross Revenue	$3,015.90
Total Cost	2,352.72
Net Profit	$663.18

Net Profit Equals 22.0% of Gross Revenue

NOTED
State Highway Engineer

Oregon Slough-Columbia Slough

Detail of Cost

Labor:		
Supervision	$30.00	
Labor	313.29	
State Industrial Accident Insurance	21.66	
Social Security & Unemployment Insurance	13.33	
		$378.28
Materials:		
558.5 Tons Cutback Asphaltic Concrete at $3.00	$1,675.50	
		1,675.50
Equipment Rental & Misc. Supplies:		
Equipment Rental	$87.80	
Gas, Oil & Grease	41.80	
Miscellaneous Supplies	33.40	
Move In	12.00	
Bond	30.16	
Public Liability Ins.	3.33	
Office & Overhead	90.45	
		298.94
		$2,352.72

Oregon Slough-Columbia Slough

REMARKS:

This contract was bid on July 18th, 1940. The contractor started work on August 29th, and completed October 18th, 1940.

The work consisted of the placing of a cutback asphalt wearing surface on a section of Denver Avenue which had previously been planed by state forces. The contractors had just completed a paving contract on Lombard Street, and the equipment was moved only a short distance to this contract. The material was delivered to the job as a commercial operation from the contractors' plant which was situated on North Front Street and hauled a distance of 9 miles. A Jaeger paving machine was used for spreading the material, and an average of 25 tons per hour was placed. Although the production was low the contractors had a good price and made an excellent profit on the job.

E. H. Clymer
Cost Analyst

By . . V. R. Jones

RECEIVED
APR 1 1941
FOR FILING

26-1043
2347

April 1, 1941

Parker-Schram Compsny
515 Couch Building
Portland, Oregon

Gentlemen:

At the meeting of the State Highway Commission held on January 21, 1941, the following action was taken on your requests for extensions of time:

Parker-Schram Company, contract No. 2326, for paving **********

Parker-Schram Company, contract No. 2347, for pavement resurfacing on the Oregon Slough-Columbia Slough Section of the Pacific Highway West, in Multnomah County, requested an extension of time of 63 days, from August 15 to October 17, 1940, within which to complete the job. They attributed their failure to complete the project within the specified time limit to failure of the state highway forces to perform certain necessary planing work on the existing pavement, the highway department's planing equipment being in use elsewhere, and additional work required to remove a high joint in the new surfacing near the north end of the project, which condition could not be corrected until October 17 because of interference with heavy traffic, resulting from the International Livestock Show which was in progress at the time. The Engineer advised that this contract was awarded contingent upon certain planing work being done by State forces; however, due to the fact that the planing equipment was in repair, such work was not completed until September 3, several weeks after completion date specified in the contract. As soon as this planing work was done, he said, Parker-Schram Company finished their portion of the contract expeditiously except for the touching up of the low spot which was disclosed by subsequent rains. He recommended, inasmuch as such remedial work could not be anticipated during the progress of the contract and for the further reason that the planing work was not done by state forces earlier, that the extension of time now requested be granted without penalty. The Commission approved the recommendation.

Very truly yours,

OREGON STATE HIGHWAY COMMISSION

By

Secretary

PO

cc Mr. E. A. Collier
Portland, Oregon

36-1043
2347

February 1, 1941

Glens Falls Indemnity Company
Rogers Insurance Agency
Title & Trust Bldg.
Portland, Oregon.

Gentlemen:

You are hereby notified that State Highway contract No. 2347 for pavement resurfacing on the Oregon Slough-Columbia Slough Section of the Pacific Highway West in Multnomah County, has been completed by the contractors, Parker-Schram Company, and that final settlement will be made by the state with said contractors on or after February 11, 1941.

The state is not advised of any unpaid claims for labor or materials, or of the existence of any claims, debts, dues, or demands incurred in the performance of such work and remaining unsatisfied, and you are advised that the state assumes no responsibility for any such claims should there be any.

This notice is served upon you since you appear as surety on the bond furnished by the above contractor. Kindly acknowledge receipt of this letter.

For your information we wish to advise that the total amount paid the contractor in connection with this contract will be $3,015.90, including final payment, and that no force account work was performed therein. This contract was completed on October 17, 1940, and accepted by the Commission on January 21, 1941.

Very truly yours,

OREGON STATE HIGHWAY COMMISSION

By

RS

Secretary

NOTED
D. G. DeSart

Form 336—5M—10-37

OREGON STATE HIGHWAY COMMISSION

FIELD ENGINEER'S WEEKLY REPORT

FOR CONSTRUCTION PROJECTS ONLY

✓

For Week Ending October 19th. 1940., 193

Section Oregon Slough - Columbia Slough

Kind of work Resurfacing.

Highway Pacific Highway West

Section prefix 26 - 1043.

Contractor Parker - Schram Co.

Contract number 2347

Date of contract July 18th. 1940, 193

Date of completion Aug 15th. 1940, 193

Date work started Aug 29th. 1940, 193

Estimated date of completion Oct 18th. 1940, 193

Amount of contract . . . . . . $ 2376.00

Per cent of time elapsed 332 %

Estimated cost of completed project, exclusive of engineering . . . . $ 2376.00

Per cent of contract completed, based on total contract price . . . . 100 %

Engineering cost to date, $ 200.00, %

Date project was completed Oct 17th. 1940, 193

General information covering progress of work by party and by contractor, important development, instructions to contractors, instructions from Division Engineers, exchanges in personnel of party, etc.:

Parker Schram Co have completed this job. Some work was done yesterday removing a high place which should improve the surface drainage.

The semi-final estimate will be made up the early part od next week and forwarded to the Division Office. There is little to do to make up this estimate.

This will be the final report on this job.

NOTED
[illegible]

NOTED
RAY WEBBER

Signed A B Dean

Address 9200 McLoughlin Blvd. Port.

Mail original copy to Salem and duplicate copy to Division Engineer on Saturday of each week, retain triplicate copy for your own file

STATE PRINTING DEPT.

	GRADING	SURFACING	MAINTENANCE MATERIALS	OIL AND BITUMINOUS MACADAM	PAVING
Miles in project		0.96			
Miles partially completed					
Miles completed		0.96			
Total estimated quantities		440 Tons			
Estimated quantities moved or placed to date		550 "			
Average daily quantities					
Average daily quantities necessary to complete project on time					
Number shifts per day		1			
Hours per shift					
Average force on project for week		4 men for ½ day only			

Percentages of men employed on contract to be secured from:

.... County, ...%; Mult County, 100%; .... County, ...%; .... County, ...%

	NUMBER USED AND SECURED FROM					CONTRACTOR'S KEY MEN, ETC.	TOTAL
	COUNTY	COUNTY	COUNTY	COUNTY	OTHER SOURCES		
Men	4						
Men and teams							
Men and trucks under 3 tons	1						
Men and trucks over 3 tons							
Men and tractors							

Equipment used during week: Shovels ...., Power graders ...., Rollers 1, Mixers ...., Crushing or screening plants ....,

Compressors ...., Bulldozers ...., Sheet-foot rollers ...., ..., ..., ...

	WEATHER	HRS. DELAY	CAUSE OF DELAY
Sunday	Clear		
Monday	Fair		
Tuesday	Cloudy		
Wednesday	Cloudy		
Thursday	"		
Friday	Fair		
Saturday	Cloudy		

2347-9

RECEIVED
SEP 5 1940
FOR FILING

26-10d
2347

September 5, 1940

PARKER-SCHRAM COMPANY
515 Couch Building
Portland, Oregon

Gentlemen:

We are sending you today by express a fully executed copy of Contract No. 2347 which was awarded to you by the State Highway Commission on July 18, 1940, covering the resurfacing of pavement on the Oregon Slough-Columbia Slough Section of the Pacific Highway West, in Multnomah County.

This copy is for your records and files. We are also sending an executed copy to the surety on your bond.

Very truly yours,

STATE HIGHWAY COMMISSION
By

Secretary

MC:MBL

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AUG 21 194
FOR FILING

[illegible]
[illegible]

CHAS. T. PARKER
CARL A. SCHRAM

PARKER-SCHRAM COMPANY
GENERAL CONSTRUCTORS

COUCH BUILDING
PORTLAND, OREGON

August 19, 1940

H. B. Glaisyer
Secretary, State Highway Commission
Salem, Oregon

Dear Sir:

Complying with the request contained in your letter of July 22nd, we have executed and are returning to you by Express today, all 4 copies of Contract #2347, covering the pavement re-surfacing of the Oregon Slough-Columbia Slough Section of Pacific Highway West in Multnomah County, and the Bonds required in connection therewith, which latter have likewise been completed by the Glens Falls Indemnity Company, as Surety.

Our operations are covered under the Workmen's Compensation Act of the State of Oregon, which conforms to the requirements of Section 5, Page 14, of the General Provisions included in said Contract.

Kindly return 1 completed copy for our files after approval by the State Highway Commission.

Yours very truly,

PARKER-SCHRAM COMPANY

By CASchram

CAS:AM

Received
8/21/40
D.D.W.

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AUG 2 0 1940
FOR FILING

26-1043
2347

August 19, 1940

Parker-Schram Company
515 Couch Building
Portland, Oregon

Gentlemen:

On July 22 we mailed you four copies of Contract No. 2347 for pavement resurfacing on the Oregon Slough-Columbia Slough Section (North Denver Avenue) of the Pacific Highway West, in Multnomah County, which was awarded to you on July 18.

As it appears that more than sufficient time has elapsed for the execution of this contract, will you please advise us as to your intentions in this regard.

Very truly yours,

STATE HIGHWAY COMMISSION
By

Secretary

DGD:MBL

RECEIVED
JUL 22 1940

26-1643
2347

July 22, 1940

PARKER-SCHRAM COMPANY
515 Couch Building
Portland, Oregon

G.Debart

Gentlemen:

We are sending you today by express four copies of Contract No. 2347 which was awarded to you by the State Highway Commission on July 18, 1940, covering the pavement resurfacing of the Oregon Slough-Columbia Slough Section of the Pacific Highway West, in Multnomah County.

Kindly execute all four copies of this contract as to agreement and bond and return them to this office for approval by the State Highway Commission. When this has been done a fully executed copy will be returned to you for your records and files. We will also send an executed copy to the surety on your bond.

Your special attention is called to the paragraph under Section 5 (page 14) of the printed General Provisions,, relating to the Workmen's Compensation Act. You will be expected to accept the terms of this Act and to carry on your work under this contract in strict conformance thereto.

Your attention is also called to the paragraph on the second page of the mimeographed Additional_Special Provisions, relating to payment by the contractor of amounts due hospital associations, et cetera.

Very truly yours,

STATE HIGHWAY COMMISSION
By

Secretary

MHL

RECEIVED
JUL 22 1940
FOR FILING

26-1043
2347

July 20, 1940

Parker-Schram Company
515 Couch Building
Portland, Oregon

Gentlemen:

The State Highway Commission on July 18, 1940, awarded you the contract for 0.46 mile pavement resurfacing on the Oregon Slough-Columbia Slough Section of the Pacific Highway West (North Denver Avenue), in Multnomah County. This award was based on your low bid of $2,376.00 submitted on that date.

Contract forms will be sent to you for execution within the next few days.

Very truly yours,

STATE HIGHWAY COMMISSION

By

Secretary

AM

cc - Mr. S. H. Probert
Mr. G. S. Paxson

CONTRACT#2348

FAS 234-D-1 Veneta-Fisher Rd. Sec., 1940
Eugene-Veneta Co. Rd., Grad.,
#2348 Surf., Oil. & 5 Bridges

RECEIVED
MAR 2 1942
FILING

R.H. Baldock

February 27th, 1942

FINAL COST ANALYSIS
Veneta-Fisher Road Section
Eugene-Veneta County Road in Lane County

Prefix 220-1033

Contract No. 2348
Berke Bros., Contractors

E. E. Umphlette, Resident Engineer

Item	Cost	Quantity	Unit Cost	Unit Bid	Gross Revenue
Clearing & Grubbing Sta. 339 - 580	$2,023.48	100%	2,023.48	$3,350.00	$3,350.00
Clearing & Grubbing Sta. 580 - 620	394.09	100%	394.09	650.00	650.00
Trench Excavation	495.18	279.1 Cu. Yd.	1.77	2.00	558.20
Excavation, Single Class	12,598.41	130,409.5 " "	0.10	0.13	16,953.24
Overhaul	646.82	66,274 Y. S.	0.01	0.01	662.74
Truck Haul	987.14	11,516.3 Y. M.	0.09	0.10	1,151.63
Finishing Roadbed & Slopes	1,323.97	5.23 Mi.	253.15	300.00	1,569.00
18" Concrete Pipe	332.52	204 L. F.	1.63	1.70	346.80
24" " "	618.45	285 " "	2.17	2.20	627.00
36" " "	493.32	102 " "	4.84	5.00	510.00
Riprap	3,836.05	3,609.2 Cu. Yd.	1.06	0.90	3,248.28
*Wood Sight Posts	180.00	80	2.25	2.25	180.00
*Furnish Treated Piles	3,097.25	4,765 L. F.	0.65	0.65	3,097.25
*Drive Treated Piles	1,500.00	150	10.00	10.00	1,500.00
*Treated Lumber	7,934.92	91.206 M-FBM	87.00	87.00	7,934.92
*Class "A" Concrete	5,577.66	309.87 Cu. Yd.	18.00	18.00	5,577.66
*Concrete Handrail	4,276.68	1,069.17 L. F.	4.00	4.00	4,276.68
*Metal Reinforcement	3,157.25	63,145 Lbs.	0.05	0.05	3,157.25
*Copper in Waterstops	90.00	360 "	0.25	0.25	90.00
Pit Run Gravel Base	19,373.19	37,910.25 Cu. Yd.	0.51	0.70	26,537.18
#3/4"-0 Material in Leveling Course	11,551.40	6,244 Cu. Yd.	1.85	1.85	11,551.40
#Sprinkling	1,351.45	1,351.45 M-Gal.	1.00	1.00	1,351.45

eneta-Fisher Road Final Cost Analysis.

Item	Cost	Quantity	Unit Cost	Unit Bid	Gross Revenue
#Preparation of Base	$523.00	5.23 Mi.	$100.00	$100.00	$523.00
#Mineral Aggregate in Place	3,607.50	1,443 Cu. Yd.	2.50	2.50	3,607.50
#RC-3 Asphalt in Binder Course	2,756.56	137.828 Tons	20.00	20.00	2,756.56
#SC-6 Road Oil in Place	2,433.86	110.630 "	22.00	22.00	2,433.86
PA #2, 12" Conc. Pipe	68.31	69 Lin. Ft.	0.99	1.25	86.25
*PA #3, Streambed Excav.	75.00	100%	75.00	75.00	75.00
*PA #4, Cement Adjustment	- 100.50	- 37.5 Bbl.		2.68	- 100.50
#PA #5, Purchase RC-3 in Barrels	29.28	1.934 Tons	15.14	15.14	29.28
# " ", Purchase SC-6 in Barrels	109.46	6.320 "	17.32	17.32	109.46
#PA #6, Purchase ½"-¼" Cr. Rock in Stockpile	799.00	399.5 Cu. Yd.	2.00	2.00	799.00
Pit Run Gravel Base - Haul Adjustment		- 62.55 Yd. Mi.		0.09	- 5.64
	$92,140.70				$105,194.45

Gross Revenue	$105,194.45
Total Cost	92,140.70
Net Profit	$13,053.75

Net Profit Equals 12.41% of Gross Revenue

* Sub-contracted to Harry I. Hamilton.
# Sub-contracted to O. C. Yocom.

Contract No. 2348

Details of Cost

Labor:

Supervision	$2,817.19	
Labor	12,102.12	
State Industrial Accident Insurance	969.76	
Unemployment Compensation	447.58	
Old Age Benefit	149.19	$16,485.84

Materials:

18" Concrete Pipe	204	lin. ft.	at $1.45	$295.80	
24" " "	285	" "	" 1.90	541.50	
36" " "	102	" "	" 4.05	413.10	
12" " "	69	" "	" 0.59	40.71	1,291.11

Miscellaneous Expense:

Equipment Rental (Incl. Repairs)	$15,888.45	
Gas, Oil & Grease	5,339.90	
Move In and Freight	618.83	
Misc. Expense & Small Tools	998.03	
Lumber	50.87	
Explosives	229.95	
Overhead Expenses	642.94	
Home Office Expense	1,082.56	
Bond	562.45	25,413.98

Work Sub-Contracted to Harry I. Hamilton:

Wood Sight Posts	80		at $2.25	$180.00	
Furnish Treated Piles	4,765	lin. ft.	" 0.65	3,097.25	
Drive Treated Piles	150		" 10.00	1,500.00	
Treated Lumber	91.206	M-FBM	" 87.00	7,934.92	
Class "A" Concrete	309.87	cu. yd.	" 18.00	5,577.66	
Concrete Handrail	1,069.17	lin. ft.	" 4.00	4,276.68	
Metal Reinforcement	63,145	lbs.	" 0.05	3,157.25	
Copper in Waterstop	360	lbs.	" 0.25	90.00	
PA #3, Streambed Excavation	100%		" 75.00	75.00	
PA #4, Cement Adjustment	- 37.5	bbl.	" 2.68	- 100.50	25,788.26

Contract No. 2348 Details of Cost.

(Brought Forward) $68,979.19

Work Sub-Contracted to O. C. Yocom:

3/4"-0 Material in Leveling Course	6,244	cu. yd.	at $1.85	$11,551.40	
Sprinkling	1,351.45	M-Bal.	" 1.00	1,351.45	
Preparation of Base	5.23	Mile	" 100.00	523.00	
Mineral Aggregate in Place	1,443	cu. yd.	" 2.50	3,607.50	
RC-3 Asphalt in Binder Course	137.828	tons	" 20.00	2,756.56	
SC-6 Road Oil in Place	110.630	"	" 22.00	2,433.86	
PA #5, Purchase RC-3 in Barrels	1.934	"	" 15.14	29.28	
PA #5, Purchase SC-6 in Barrels	6.320	"	" 17.32	109.46	
PA #6, Purchase $\frac{1}{2}$"-$\frac{1}{4}$" Cr. Rock in S.P.	399.5	cu. yd.	" 2.00	799.00	23,161.51
			Total Cost		$92,140.70

Contract No. 2348
Harry I. Hamilton, Sub-Contractor

Analysis of Bridge Construction Costs

Item	Cost	Quantity	Unit Cost	Unit Bid	Gross Revenue
Wood Sight Posts	$158.95	80	$1.99	$2.25	$180.00
Furnish Piles	2,430.15	4,765 Lin. Ft.	0.51	0.65	3,097.25
Drive Piles	1,619.97	150	10.80	10.00	1,500.00
Place Treated Lumber	7,072.82	91.206 M-FBM	77.55	87.00	7,934.92
Class "A" Concrete	4,200.08	309.87 Cu. Yd.	13.55	18.00	5,577.66
Concrete Handrails	3,918.59	1,069.17 Lin. Ft.	3.67	4.00	4,276.68
Metal Reinforcement	3,130.73	63,145 Lbs.	0.05	0.05	3,157.25
Copper in Water Stops	111.60	360 Lbs.	0.31	0.25	90.00
PA #3, Streambed Excavation	71.00	100%	71.00	75.00	75.00
PA #4, Cement Adjustment		- 37.5 Bbl.		2.68	- 100.50
	$22,713.89				$25,788.26

Gross Revenue	$25,788.26
Total Cost	22,713.89
Net Profit	$3,074.37

Net Profit Equals 11.92% of Gross Revenue

Contract No. 2348
Harry I. Hamilton, Sub-Contractor

Details of Bridge Construction Costs

Labor:

Supervision	$525.00	
Labor	5,792.97	
State Industrial Accident Insurance	315.90	
Unemployment Compensation	189.54	
Old Age Benefit	63.18	$6,886.59

Materials:

Wood Sight Posts	80		at 1.00	$80.00	
Treated Piles	4,765	lin. ft.	at 0.51	2,430.15	
Treated Lumber	91.206	M-FBM	" 60.25	5,495.16	
Cement	450.55	bbl.	" 2.68	1,207.47	
Sand	141	cu. yd.	" 1.20	169.20	
Aggregate	306	" "	" 0.70	214.20	
Metal Reinforcement	63,145	lbs.	" 0.044	2,778.38	
Copper in Water Stops	360	"	" 0.31	111.60	12,486.16

Miscellaneous Expenses:

Equipment Rental (Incl. Repairs)	$1,151.90	
Gas, Oil and Grease	725.05	
Form Lumber	450.00	
Misc. Expense & Small Tools	516.38	
Overhead Expense	128.55	
Home Office Expense	112.17	
Bond	257.09	3,341.14

Total Cost $22,713.89

Contract No. 2348
Harry I. Hamilton, Sub-Contractor

Remarks on Bridge Construction Costs

The sub-contractor moved in a pile driver on November 3rd, 1940 and started driving piles and placing treated lumber. On November 22nd, form work was started on one of the three bridges to be constructed. Pouring the concrete slab was started January 20th, 1941. By February 18th, all pouring of roadway, curb and handrail was completed, and the sub-contract was completed March 22nd, with the installation of wood sight posts. The work was done in an efficient manner, with an advantage of being close to the sub-contractor's headquarters, and a substantial profit was earned by the sub-contractor.

Contract No. 2348
O. C. Yocom, Sub-Contractor

Analysis of Surfacing and Oiling Costs

Item	Cost	Quantity		Unit Cost	Unit Bid	Gross Revenue
3/4"-0 Material in Leveling Course	$8,973.51	6,244	Cu. Yd.	$1.44	$1.85	$11,551.40
Sprinkling	1,215.00	1,351.45	M-Gal.	0.90	1.00	1,351.45
Preparation of Base	834.84	5.23	Mile	159.63	100.00	523.00
Mineral Aggregate in Place	3,096.14	1,443	Cu. Yd.	2.15	2.50	3,607.50
RC-3 Asphalt in Binder Course	3,233.23	137.828	Tons	23.46	20.00	2,756.56
SC-6 Road Oil in Place	2,776.69	110.630	"	25.10	22.00	2,433.86
PA #5, Purchase RC-3 Asphalt in Bbls.	29.34	1.934	"	15.17	15.14	29.28
Purchase SC-6 Road Oil in Barrels	111.72	6.320	"	18.54	17.32	109.46
PA #6, Purchase ½"-¼" Cr. Rock in Stockpile	768.89	399.5	Cu. Yd.	1.93	2.00	799.00
	$21,039.36					$23,161.51

Gross Revenue	$23,161.51
Total Cost	21,039.36
Net Profit	$2,122.15

Net Profit Equals 9.16% of Gross Revenue

Contract No. 2348
O. C. Yocom, Sub-Contractor

Details of Surfacing and Oiling Costs

Labor:

Supervision	$791.82	
Labor	2,530.58	
State Industrial Accident	149.51	
Unemployment Compensation	99.67	
Old Age Benefit	33.22	$3,604.80

Materials:

3/4"-0 Cr. Gravel (Del. on Job)	6,244	cu. yd.	at	$1.35	8,429.40	
Mineral Aggregate " " "	1,440	" "	"	1.65	2,376.00	
RC-3 Asphalt	139.762	tons	"	12.90	1,802.93	
SC-6 Road Oil	116.950	"	"	14.90	1,742.56	
½"-¼" Cr. Gravel (Del. in Stockpile)	399.5	cu. yd.	"	1.65	259.68	15,010.07

Miscellaneous Expenses:

Equipment Rental (Incl. Repairs)	$2,411.70	
Gas, Oil & Grease	1,289.38	
Move In & Freight	522.42	
Misc. Expenses & Small Tools	464.16	
Overhead Expenses	235.84	
Home Office Expense	377.58	
Bond	231.62	5,532.70
	Total	$24,147.57
Less Labor Furnished for Hauling Crushed Grave.		- 3,108.21
	Total Cost	$21,039.36

Contract No. 2348
O. C. Yocom, Sub-Contractor

Remarks on Surfacing and Oiling Costs

The sub-contractor moved in May 18th, 1941 and shaped the road for the leveling course. 3/4"-0" Crushed rock was hauled from the Lane Gravel Company bar on the old Pacific Highway north of Eugene, 10 miles to the job. Three weeks were required to place 6,244 cubic yards of this material on the road. Mineral aggregate was then hauled from the same source and stockpiled on the job. The road was maintained for a month, and on July 31st, the oiling equipment was moved in, the retort being set up in Eugene. The binder was completed August 2nd, and all oiling was finished on August 9th. The sub-contractor lost on Preparation of Base on account of a long maintainence period and also on the asphalt items, but made enough on rock and aggregate items to offset these losses, and the entire sub-contract showed a fair profit to the contractor.

Contract No. 2348

Remarks:

This was a "Federal Aid Secondary Project" and consisted of construction of 5.23 miles of highway roadbed, five composite type pile trestle bridges, 5.23 miles of rock base and rock leveling course, application of 5.23 miles of oil mat surface treatment Type 0-30, and other incidental work. The contract was bid July 18th, 1940, awarded July 25th. Work was started July 30th, and completed August 20th, 1941.

Clearing between Stations 339 and 580 consisted of groves of scrub oak and brush. Clearing between Stations 580 and 620 consisted of scrub oak, fir and some brush.

Excavation, except for part of one cut which was handled by shovel and trucks, was very good material for the cat and scraper equipment which was used. One D-8 cat and 20-yard scraper and a 75 h.p. tractor and 12-yard scraper were used to move grade material. Some material was drifted with a #99 Austin-Western grader.

A quarry adjacent to the job was opened and developed to furnish riprap. This proved to be an expensive operation.

A 1¼-yard shovel and trucks hauled gravel base from a dry pit, a distance of five miles from the job.

All grading work except riprap was completed by November 16th, 1940, when the principal contractor shut down for the winter. Work was resumed July 15th, 1941, and the contract was completed August 20th, 1941.

Bridge construction was sub-contracted to Harry I. Hamilton, and surfacing and oiling was sub-contracted to O. C. Yocom.

Grading work was done in good weather with good equipment and excellent supervision. In spite of low bid prices, a considerable profit was earned by the principal contractor on this job.

E. H. Clymer
Cost Analyst

By . . M. G. Smith

RECEIVED
FEB 24 1942
FOR FILING

7a1 234-D-1

February 21, 1942

Shell Oil Company, Inc.
1220 S. W. Morrison St.
Portland, Oregon

Attention: Frank J. Hurner, Division Credit Mgr.

Gentlemen:

In reply to your inquiry of February 17, you are advised that Contract No. 2348, with Berke Bros., was completed on August 20, 1941, and was accepted by the State Highway Commission on November 17, 1941.

Very truly yours,
STATE HIGHWAY COMMISSION

By

Secretary

AM

NOTED
D. DeSart

SHELL OIL COMPANY
INCORPORATED
1220 S.W. MORRISON STREET
PORTLAND, OREGON
TELEPHONE ATWATER 7321

February 17, 1942

State of Oregon Highway Commission
Salem, Oregon

Gentlemen:

Re: State of Oregon Contract 2348
Berke Brothers, Contractors

It will be appreciated if you will tell us on what date this contract was completed and accepted by your office, or if the contract is not finished, please advise the percentage of completion and the amount of money paid to the contractor.

A self-addressed envelope is enclosed for your convenience.

Very truly yours,

SHELL OIL COMPANY
Incorporated

FRANK J. HURNER
Division Credit Manager

FJH:GC
Encl.

RECEIVED
FEB 9 1942
FOR FILING

FAS 234-B-1

February 7, 1942

Great American Indemnity Company
Harvey Wells-Reed Insurance Agency
Failing Building
Portland, Oregon

Gentlemen:

On November 29, 1941, we advised you that final payment, in the amount of $3,175.19, would be made to Berke Bros. in connection with contract No. 2348 for construction of the Veneta-Fisher Road Section of the Eugene-Veneta County Road, in Lane County, on or after December 9, 1941.

Such information has been amended and we now advise that final payment, in the amount of $3,974.19, will be made to Berke Bros., in connection with this contract, No. 2348, on or after February 17, 1942.

The total amount paid the contracter, including final payment, will be $105,194.45 and no force account work was performed therein.

Very truly yours,
STATE HIGHWAY COMMISSION

By

Secretary

AM

NOTED
D. . DeSart

R

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DEC 17 1941
FOR FILING
FAS-234-18-1

December 16, 1941

Berke Bros.,
7923 N. E. Halsey Street
Portland, Oregon

Gentlemen:

The State Highway Commission, at its meeting on November 17, 1941, granted you the extension of time requested from June 30 to August 20, 1941, without penalty, in connection with contract No. 2348 for grading, surfacing and oiling and construction of bridges on the Veneta-Fisher Road Section of the Eugene-Veneta County Road, in Lane County.

Very truly yours,

STATE HIGHWAY COMMISSION

By

Secretary

KR

cc: K. D. Lytle

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R

November 29, 1941

Great American Indemnity Company
Harvey Wells-Reed Insurance Agency
Failing Building
Portland, Oregon

Gentlemen:

You are hereby notified that state highway contract No. 2348, for work on the Veneta-Fisher Road Section of the Eugene-Veneta County Road, in Lane County, has been completed by the contractors, Berke Bros., and that final settlement will be made on or after December 9, 1941.

The state is not advised of any unpaid claims for labor or materials, or of the existence of any claims, debts, dues, or demands incurred in the performance of such work and remaining unsatisfied, and you are advised that the state assumes no responsibility for any such claims should there be any.

This notice is served upon you since you appear as surety on the bond furnished by the above contractors. Kindly acknowledge receipt of this letter.

For your information we wish to advise that the total amount paid the contractors in connection with this contract will be $104,395.45, including final payment, and that no force account work was performed therein. This contract was completed on August 20, 1941, and accepted by the Commission on November 17, 1941.

Very truly yours,

OREGON STATE HIGHWAY COMMISSION

By

Secretary

RS

NOTED
D. DeSart

R

RECEIVED
OCT 22 1941
FOR FILING

FA-S-234-D-1

October 21, 1941

Great American Indemnity Company
Harvey Wells-Reed Insurance Agency
Failing Building
Portland, Oregon

Gentlemen:

You are advised that it is the intention of the State Highway Commission to make semi-final payment to Burke Brothers, 7923 N. E. Halsey Street, Portland, on Contract No. 2348, for 5.23 miles grading, surfacing, oiling and a bridge on the Veneta-Fisher Road Section of the Eugene-Veneta County Road Highway in Lane County. This payment in the amount of $5,190.10, will be made on or after October 31,1941. The retained percentage is $3,130.52.

The state is not advised of any outstanding unpaid claims for labor or materials, or of the existence of any claims, debts, dues or demands incurred in the performance of such work and remaining unsatisfied, and you are advised that the state assumes no responsibility for any such claims should there be any.

Kindly acknowledge receipt of this letter.

Yours very truly,

OA

Secretary

NOTED
D. C. DeSart

R

RECEIVED
OCT 15 1941
FOR FILING

FAS-234-D-1

October 15, 1941

Pacific Portland Cement Company
417 Montgomery Street
San Francisco, California

Gentlemen:

In accordance with your letter of October 10, this will advise you that contract No. 2348 with Berke Bros., for work on the Veneta-Fisher Road Section of the Eugene-Veneta County Road, was completed August 20, 1941, but has not yet been accepted by the Commission.

The amount of the final payment is not available; however, we are holding a retained percentage in the amount of $7,901.48.

Very truly yours,
STATE HIGHWAY COMMISSION

By

Secretary

DGD/mm

NOTED
D. C. DeSart

TELEPHONE
GARFIELD 4100

CABLE ADDRESS "GOLDEN"
WESTERN UNION CODE

PACIFIC PORTLAND CEMENT COMPANY
MANUFACTURERS OF
GOLDEN GATE AND OLD MISSION BRANDS
PORTLAND AND PLASTIC WATERPROOF PORTLAND CEMENT
Empire, Standard-Reno Hardwall Plaster and Gypsum Products

TRADE-MARKS

417 MONTGOMERY STREET
SAN FRANCISCO, CALIFORNIA

RECEIVED
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[illegible] COMMISSION

October 10, 1941

Oregon State Highway Commission
Salem, Oregon

Gentlemen:

Will you kindly advise if State Highway Contract No. 2348 awarded to Berke Bros. has been completed and accepted by the Commission. If so, will you please advise the date of acceptance and also the amount that is still due the general contractors.

Yours very truly,

PACIFIC PORTLAND CEMENT COMPANY

H. D. O'Banion
H. D. O'Banion
Credit Manager

HDO:vb

REFERRED TO
BY SECRETARY

RECEIVED
OCT - 6 1941
FOR FILING

FEDERAL WORKS AGENCY
PUBLIC ROADS ADMINISTRATION
DISTRICT ONE

MONTANA
OREGON
WASHINGTON

POST OFFICE BUILDING
PORTLAND, OREGON

FAS 234-D-1

September 29, 1941

Mr. R. H. Baldock
State Highway Engineer
Salem, Oregon

Dear Sir:

Final inspection of Oregon FAS 234-D (1), Veneta-Fisher Road Section of the Eugene-Veneta Highway ________________, was made by a representative of this office on September 10, 1941, subject to submission of Form PR-47. Prompt submission of the final voucher will be appreciated.

Very truly yours,

W. H. LYNCH
District Engineer

By L. J. Caufield
L. J. Caufield
Sr. Highway Engineer

Form E-1—6M—4-41

OREGON STATE HIGHWAY COMMISSION
FIELD ENGINEER'S WEEKLY REPORT
FOR CONSTRUCTION PROJECTS ONLY

FAS 234 A-1

For Week Ending August 23, 1941

Section Veneta - Fisher Road

Kind of work 5.23 Mi. Grad. Surf. & Oiling

Highway Eugene - Veneta County Road

Section prefix 220 - 1033

Contractor Berke Bros.

Contract number 2348

Date of contract July 23, 1940

Date of completion June 30, 1941

Date work started July 30, 1940

Estimated date of completion August 15, 1941

Amount of contract $105,353.00

Per cent of time elapsed 386/340 114 %

Estimated cost of completed project, exclusive of engineering $

Per cent of contract completed, based on total contract price %

Engineering cost to date, $6,294.12, 6 %

Date project was completed , 19

General information covering progress of work by party and by contractor, important development, instructions to contractors, instructions from Division Engineers, exchanges in personnel of party, etc.:

PROGRESS BY CONTRACTOR

Wed.— Contractor completed placing Rip Rap by hand and picked up all rubbish along right of way.

Project completed, Wednesday, August 20th.

ENGINEERING

One man in office all week checking Semi-Final quantities, and making up profile.

NOTED

RECEIVED AUG 25 1941

Signed Resident Engineer

Address Eugene, Oregon

Mail original copy to Salem and duplicate copy to Division Engineer on Saturday of each week, retain triplicate copy for your own file

	GRADING	SURFACING	MAINTENANCE MATERIALS	OIL AND BITUMINOUS MACADAM	PAVING
Miles in project	5.23			5.23	
Miles partially completed					
Miles completed	5.23			5,23	
Total estimated quantities	148,000 C. Y.			218-T	
Estimated quantities moved or placed to date	129,000 C. Y.			248-T	
Average daily quantities	Completed			Completed	
Average daily quantities necessary to complete project on time					
Number shifts per day	1				
Hours per shift	8				
Average force on project for week	3				

Percentages of men employed on contract to be secured from:

.... County, ...%; .... County, ...%; .... County, ...%; .... County, ...%

	NUMBER USED AND SECURED FROM					CONTRACTOR'S KEY-MEN, ETC.	TOTAL
	COUNTY	COUNTY	COUNTY	COUNTY	OTHER SOURCES		
Men	2					1	3
Men and teams							
Men and trucks under 3 tons							
Men and trucks over 3 tons							
Men and tractors							

Equipment used during week: Shovels ...., Power graders ...., Rollers ...., Mixers ...., Crushing or screening plants ....

Compressors ...., Bulldozers ...., Sheet-foot rollers ...., ..., ..., ...

	WEATHER	HRS. DELAY	CAUSE OF DELAY
Sunday	Fair		
Monday	"		
Tuesday	"		
Wednesday	"		
Thursday	"		
Friday	"		
Saturday	Cloudy		

STATE PRINTING DEPT.

RECEIVED
JUN 26 1941
FOR FILING

FAS 234-15-1

June 26, 1941

Pacific Portland Cement Company
417 Montgomery Street
San Francisco, California

Gentlemen:

In accordance with your request of June 25 this will advise that contract No. 2348, with Berke Brothers, for grading, surfacing, oiling and the construction of a bridge, on the Veneta-Fisher Road Section of the Eugene-Veneta County Road, will probably be completed about July 31.

There has been paid to date, for work performed to June 15, $83,982.99. The retained percentage as of this same date is $7,901.48. Final payment will probably be made in about six weeks after completion of the project.

Very truly yours,

OREGON STATE HIGHWAY COMMISSION

By

Secretary

DGD:RS

TELEPHONE
GARFIELD 4100

CABLE ADDRESS "GOLDEN"
WESTERN UNION CODE

PACIFIC
PORTLAND CEMENT COMPANY
MANUFACTURERS OF
GOLDEN GATE AND OLD MISSION BRANDS
PORTLAND AND PLASTIC WATERPROOF PORTLAND CEMENT
Empire-Standard-Reno Hardwall Plaster and Gypsum Products

TRADE-MARKS

SAN FRANCISCO, CALIFORNIA
417 MONTGOMERY STREET

RECEIVED
JUN 26 1941
STATE HIGHWAY COMMISSION

June 25, 1941

Oregon State Highway Commission
Salem, Oregon

Gentlemen:

We furnished material in connection with State Highway Commission Contract No. 2348, which we understood was to be completed about June 30.

Will you please advise the present status of this contract; if completed, the date of completion, and date when final payment is to be made.

Yours very truly,

PACIFIC PORTLAND CEMENT COMPANY

H. D. O'Banion

H. D. O'Banion
Credit Manager

HDO:vb

REFERRED TO [illegible]
BY [illegible]

FAS 234-D-1

UNITED STATES DEPARTMENT OF AGRICULTURE
BUREAU OF PUBLIC ROADS
DISTRICT No. 1

POST OFFICE BUILDING
PORTLAND, OREGON

FEDERAL WORKS AGENCY
PUBLIC ROADS ADMINISTRATION

IN YOUR REPLY PLEASE
REFER TO FILE No.

Stencil No. 124
Oregon FAS 234-D(1)
Veneta-Fisher Road
Eugene-Veneta Co. Road

February 17, 1941

Mr. R. H. Baldock
State Highway Engineer
Salem, Oregon

Dear Sir:

We are forwarding herewith, for your files, an executed copy of the ____________________ project agreement and certificate for the above numbered project.

Very truly yours,

W. H. LYNCH
District Engineer

By L. Caufield

L. J. Caufield
Sr. Highway Engineer

Encls.

Jon

wa4pr-9197

Form P. R. 2

State Oregon

Federal Aid Secondary Project No. FAS 234-D(1)

PROJECT AGREEMENT

MEMORANDUM OF AGREEMENT made this 22nd day of January, 1941

by and between The Oregon State Highway Commission, constituting

for the purpose hereof, the Highway Department of the State of Oregon hereinafter called the Highway Department, and the Federal Works Administrator, hereinafter called the Administrator, under and pursuant to the provisions of the act of Congress approved July 11, 1916 (39 Stat., 355), entitled "An Act to provide that the United States shall aid the States in the construction of rural post roads, and for other purposes," and of the act approved November 9, 1921 (42 Stat., 212), entitled "An Act to amend the Act entitled 'An Act to provide that the United States shall aid the States in the construction of rural post roads, and for other purposes,' approved July 11, 1916, as amended and supplemented, and for other purposes," and acts amendatory thereof or supplementary thereto; particularly Section 7 of the Act approved June 16, 1936, 49 Stat. 1521 (Public No. 686, 74th Congress):

Whereas the Highway Department of said State submitted on the 18th day of June, 1940, a revised project statement, which was approved on the 8th day of July, 1940, for the proposed construction of a project consisting of the road hereinafter described; and

Whereas the Highway Department, in accordance with the rules and regulations promulgated for the administration of the Federal Highway Act, has furnished surveys, plans, specifications, and estimates for Section D(1) of said project which were recommended for approval by the District Engineer of the Public Roads Administration on the 3d day of July 1940; and

Whereas the Administrator has certified to the Secretary of the Treasury his approval of said surveys, plans, specifications, and estimates, and the sum of thirty-five thousand, two hundred ninety and 00/100 dollars ($35,290.00) as the share of the United States payable under said act on account of Section D(1) of said project, which does not exceed the authorized Federal pro rata share of the approved total estimated cost thereof:

Now, therefore, in consideration of the premises and of the several promises to be faithfully performed by each, as hereinafter set forth, the Highway Department and the Administrator do hereby mutually agree as follows:

16—11370

FUNDS AT THE DISPOSAL OF THE HIGHWAY DEPARTMENT

ARTICLE I. Funds for the use of the Highway Department in the construction of said project have been made available in the following manner, to wit:

(*a*) By the State Chap. 175, laws 1917; Chap. 31, laws 1920; Chap. 529, laws 1939 (Include date and citation of act of legislature by which authorized)

(*b*) From other sources Lane County, $58,041.05, pursuant to its agreement with the Highway Department dated July 19, 1940.

(State how placed under direct control of Highway Department)

ROAD EMBRACED IN PROJECT

ARTICLE II. This agreement covers the following highway as described in detail in said surveys, plans, and specifications:

Between Survey Station 339+00 in the N.W. 1/4, Section 36, T. 17 S., R. 5 W., W.M., and Survey Station 620+00 at the junction with the Territorial Highway in the N.E. 1/4, Section 36, T. 17 S., R. 6 W., W.M.

, length 5.322 miles, in Lane County, being Section D(1) of Oregon Federal Aid Secondary project. No. FAS 234, consisting of 5.227 miles of roadway and five bridges, each of more than 20 feet clear span, 0.095 of a mile in length.

CHARACTER AND METHOD OF CONSTRUCTION

ARTICLE III. The Highway Department will construct or cause to be constructed to final completion said project, in strict compliance with said plans and specifications, which are made a part hereof, under its direct supervision, which shall include adequate inspection throughout the course of construction, subject at all times to inspection and approval by the Administrator or his agents, and in accordance with the laws of said State, the rules and regulations of the Administrator, and the following conditions:

(*a*) It is agreed that the construction work on the project shall be performed by contract, unless the performance thereof by force account shall be approved by the Administrator or his authorized representatives. Such construction work as may be performed by force account shall be paid for on the basis of the units of work performed at the unit prices set forth in the estimate as approved by the Administrator, except that where the total actual cost is ascertained to be less than the estimate so approved the total Federal payments shall not exceed the Federal pro rata share of such total actual cost.

UNITED STATES PRO RATA SHARE OF THE COST OF SAID PROJECT

ARTICLE IV. The United States pro rata share of the value of the labor and materials which shall be actually put into the construction of Section D(1) of said project shall not in any event exceed the sum of thirty-five thousand, two hundred ninety and 00/100 dollars ($35,290.00), certified to the Secretary of the Treasury as above mentioned, which does not exceed the authorized Federal pro rata share of one hundred and fifteen thousand, eight hundred eighty-eight and 30/100 dollars ($115,888.30), the approved total estimated cost of Section D(1) of said project.

PAYMENTS

ARTICLE V. As the construction of said project progresses, the Administrator shall from time to time draw warrants on the Secretary of the Treasury for the payment to

The State Treasurer
(Official or depository)

hereby designated by the Highway Department for that purpose and authorized under the laws of said State to receive public funds of the State of Oregon (Name)
of such sums as shall not, together with previous payments, exceed the United States pro rata share, as above specified, of the value, as determined by the Administrator after inspection and approval, of the labor and materials which have actually been put into said construction work in compliance with the requirements of Article III hereof.

The Administrator reserves the right to withhold such sum as he may deem necessary to insure completion of construction in compliance with said plans and specifications.

MAINTENANCE OF PROJECT

ARTICLE VI. The Highway Department will maintain said project in compliance with said acts of July 11, 1916, and November 9, 1921, out of funds which have been or will be made available therefor by said State in the manner herein set forth, to wit: Chap. [illegible], Laws [illegible]
(Include reference to statute authorizing funds and probable amount annually available)

The Highway Department will use every means within its power to insure proper and permanent maintenance of said project, and to that end will provide for the constant making of needed repairs to preserve a smooth-surfaced highway.

Showing of authority of the Highway Department to execute agreements will be found in the agreement for project No. 112

In witness whereof the parties have hereunto affixed their signatures, the Highway Department on the day and year first above written and the Administrator on the ______ day of FEB 4 1941, 19__

OREGON STATE HIGHWAY COMMISSION
(Official title of Highway Department)

By Henry F. Cabell
Chairman, State Highway Comm.
(Title of officer)

By Herman Oliver
Member, State Highway Comm.
(Title of officer)

By ______
Member, State Highway Comm.
(Title of officer)

By ______
(Title of officer)

By ______
(Title of officer)

FEDERAL WORKS ADMINISTRATOR,

By W. J. O'Leary
Acting Commissioner of Public Roads.

U. S. GOVERNMENT PRINTING OFFICE 16—11379

Form PR. 3—Revised

FEDERAL WORKS AGENCY
PUBLIC ROADS ADMINISTRATION

CERTIFICATE OF APPROVAL OF PLANS, SPECIFICATIONS, AND ESTIMATES

(Under "An Act to provide that the United States shall aid the States in the construction of rural roads, and for other purposes," approved July 11, 1916, and acts amendatory thereof and supplementary thereto.)

To

The Secretary of the Treasury, and

The State Highway Department of the State of Oregon

Pursuant to the acts above cited, I hereby certify—

First. That in accordance with the provisions of said acts, I have approved the plans, specifications, and estimates submitted by the State Highway Department of the State of Oregon for the construction of a highway designated in the records of this Agency as Federal Aid Secondary Project No. FAS 234-D(1) State of Oregon

Second. That in accordance with said provisions I have approved the sum of $ 115,888.30 as the total estimated cost of said project, and the sum of $ 55,290.00 as the share of the United States, payable under said acts on account of such project, which does not exceed the authorized Federal pro rata share of said total estimated cost.

Done at the city of Washington, this ______ day of ______
one thousand nine hundred and FEB 4 1941

Federal Works Administrator,

By ______
Acting Commissioner of Public Roads.

U. S. GOVERNMENT PRINTING OFFICE 16—10139

UNITED STATES DEPARTMENT OF AGRICULTURE
BUREAU OF PUBLIC ROADS
DISTRICT No. 1

FEDERAL WORKS AGENCY
PUBLIC ROADS ADMINISTRATION

(Stencil #28)

POST OFFICE BUILDING
PORTLAND, OREGON

IN YOUR REPLY PLEASE
REFER TO FILE NO. Oregon FAS 234-D (1)
Veneta-Fisher Road
Eugene-Veneta Highway

January 18, 1941

Mr. R. H. Baldock
State Highway Engineer
Salem, Oregon

Dear Sir:

We are forwarding herewith two copies of proposed project agreement for signature and return to this office.

Enclosed is an approved copy of the detail estimate, upon which the agreement was based, together with approved copy of specifications.

Very truly yours,

W. H. LYNCH
District Engineer

By T. M. Davis
T. M. Davis
Sr. Highway Engineer

R

RECEIVED
OCT - 6 1941
FOR FILING

FAS 234-D-1

January 6, 1941

Mr. W. H. Lynch
District Engineer
Public Roads Administration
P. O. Box 3900
Portland, Oregon

Dear Sir:

For your use in connection with the Veneta-Fisher Road Project, Project FAS 234-D (1), we are submitting herewith three photostatic copies of the agreement relating to that project which was entered into between the County of Lane and the U. S. Engineer Department.

Very truly yours,

R. H. BALDOCK
Chief Engineer

By

S. H. Probert
Office Engineer

SHP:ER

Encl.

Contract No. [illegible]

CONTRACT FOR THE ABANDONMENT,
RECONSTRUCTION AND RELOCATION
OF COUNTY ROADS IN LANE COUNTY,
OREGON.

THIS CONTRACT, entered into this [illegible] day of July, A.D. 1940, by and between the UNITED STATES OF AMERICA, hereinafter called the "GOVERNMENT", represented by the Contracting Officer executing this contract, and LANE COUNTY, a political subdivision of the State of Oregon, hereinafter called the "COUNTY", represented by the Judge and Commissioners of said County,

WITNESSETH:-

WHEREAS, under and by virtue of the provisions of the Act approved June 28, 1938 (Public No. 761, 75th Congress), entitled "An Act authorizing the construction of certain public works on rivers and harbors for flood control and for other purposes," the Government is engaged in constructing the Fern Ridge Dam and Reservoir on the Long Tom River in Lane County, Oregon, and

WHEREAS, said project will involve and necessitate the abandonment, reconstruction and relocation of certain existing county roads within the aforesaid reservoir area, and

WHEREAS, the parties hereto desire that the work involved be accomplished in the manner and under the terms and conditions hereafter specified, and

WHEREAS, the said terms and conditions are to the best interests of the Government,

NOW, THEREFORE, for and in consideration of the premises and the mutual benefits and advantages accruing hereunder to each of the parties hereto, it is hereby agreed by and between said parties as follows:

ARTICLE I

EXHIBIT

The following exhibit is attached hereto and forms a part of this contract, being identified by signatures of the County Judge and County

Commissioners representing the County and the Contracting Officer representing the Government.

Exhibit "A" - Drawing, File No. FR-1-13/1-4, approved June 24, 1940, showing the location and limits of existing county highways to be abandoned, existing county highway to be raised and the new highway to be constructed in replacement.

ARTICLE II

OBLIGATIONS OF LANE COUNTY

The County agrees that it will:

(a) Within ninety (90) calendar days after authorization by the Government to so do, furnish all materials, labor, equipment and supplies, do all engineering and construct with its own forces a new bridge over the Long Tom River below the spillway of the Fern Ridge Dam on relocated Market Road No. 11 as shown on Exhibit "A", said bridge to be 160' in length, consisting of 8 spans of 20' each, with a roadway width of 20', constructed of untreated cedar piling and untreated timber superstructure, designed for H-10 loading, complete with bulkheads at each end and timber hand railing, all in a neat and workmanlike manner.

(b) Within ninety (90) calendar days after authorization by the Government to so do, furnish all material, labor, equipment and supplies, and raise with its own forces the roadbed of existing County Road No. 1 between the limits C-D and E-F as shown on Exhibit "A" to elevation 375.0 m.s.l., and to a width of 20', extend the existing pipe culverts through the new embankment, and resurface said portions with bank run gravel 8" in depth and 16' in width.

(c) Upon completion of the new bridge on relocated Market Road No. 11 as provided in Article II, paragraph (a) hereof, and upon the completion by the Government of relocated Market Road No. 11 between the limits G-H as shown on Exhibit "A", as provided in Article III, paragraph (d) hereof, and receipt of right-of-way therefor, accept said relocated highway and bridge and thereafter maintain same without further cost to the Government.

(d) Within sixty (60) calendar days after the execution of this contract, abandon and vacate, in accordance with the laws of the State of Oregon in such cases, all of its roads lying within the Fern Ridge reservoir below elevation 373.5 as shown in yellow on Exhibit "A", and furnish the Government certified copies of the orders of the court vacating all said roads. Upon failure of the County to abandon and vacate the said roads and rights-of-way within the time specified or any extension thereof which may be granted by the Government, the Government shall have the right to enter upon and take immediate possession of said roads for the use and purpose contemplated by this contract, without compensation other than herein provided.

ARTICLE III

OBLIGATIONS OF THE UNITED STATES OF AMERICA

The Government agrees that it will:

(a) Pay to the County upon the execution and approval of this contract, and after receipt from the County of certified copies of orders of the County Court vacating the county roads provided for in Article II, paragraph (d) hereof, the sum of fifty-eight thousand forty-one dollars and five cents ($58,041.05) in lieu of relocating Market Road No. 12 and as full and just compensation for the abandonment of said Market Road No. 12 between the limits A-B and of the other roads to be abandoned as shown in yellow on Exhibit "A".

to Pac State

(b) Within thirty (30) calendar days after the completion by the County of the new bridge on relocated Market Road No. 11 as provided for in Article II, paragraph (a) hereof, pay to the County the sum of two thousand six hundred and eighty dollars ($2,680) as full compensation to the County for all materials, labor, equipment, engineering and supplies expended on the work.

(c) Within thirty (30) calendar days after completion by the County of the raising of County Road No. 1 between the limits C-D and E-F as provided in Article II, paragraph (b) hereof, pay to the County the sum of three thousand one hundred seventy-two dollars ($3,172) as full compensation for all materials, labor, equipment, engineering and supplies expended on the work.

(d) Within one hundred and eighty (180) calendar days after the execution of this contract provide a right-of-way 60' in width and construct with its own forces or by contract the relocated Market Road No. 11 between the limits G-H as shown on Exhibit "A", excepting therefrom the new timber bridge over the Long Tom River which is to be constructed by the County as hereinbefore provided, and grant to the County an easement of rights-of-way for such roads and improvements constructed thereon. The relocated road shall have a minimum roadbed width of 30' with a minimum surfacing of bank run gravel 8" in depth by 16' in width, complete with necessary drainage culverts and a woven wire right-of-way fence on both sides. It is further understood and agreed that after grant of the right-of-way to said relocated road has been made to the County, the Government will be relieved of all responsibility therefor, and the beneficial use in, and the jurisdiction and control of said relocated road will and shall be in the County.

ARTICLE IV

GENERAL PROVISIONS

(a) The Government shall have the continuing and perpetual right, power and privilege to inundate and overflow all those portions of the County roads within the Fern Ridge Reservoir which are not to be abandoned hereunder, lying below the 373.5-foot contour as determined by reference to U.S.C. & G.S. datum.

(b) All disputes concerning questions of fact arising under this contract shall be decided by the contracting officer subject to written appeal by the County within 30 calendar days to the Chief of Engineers, U.S. Army, whose decision shall be final and conclusive upon the parties hereto.

(c) By mutual agreement in writing between the parties hereto changes or alterations may be made to the new construction work provided hereunder within the general scope hereof.

(d) The County warrants that it has not employed any person to solicit or secure this contract upon any agreement for a commission, percentage, brokerage or contingent fee. Breach of this warranty shall give the Government the right to annul the contract, or in its discretion, to deduct from the contract price or consideration the amount of such commission, percentage, brokerage, or contingent fees. This warranty shall not apply to commissions payable to contractors upon contracts or sales secured or made through bona fide established commercial or selling agencies maintained by the contractors for the purpose of securing business.

(e) No Member of, or Delegate to Congress or Resident Commissioner shall be admitted to any share or part of this contract or to any benefit that may arise herefrom, but this restriction shall not be construed to extend to this contract if made with a corporation or company for its general benefit.

ARTICLE V

RELEASE BY LANE COUNTY

In consideration of the payments and the fulfillment of the mutual covenants herein set forth, the County does hereby release and forever discharge the Government from any and all claims or demands for damages to or causes of action of every kind relating to its properties involved herein and the use thereof which may be caused by the construction, operation or maintenance of the aforesaid Fern Ridge Dam and Reservoir and/or from any and all claims or demands for damages or causes of action arising out of the changes and relocation of the roads herein provided for.

IN WITNESS WHEREOF, this agreement has been executed by the County and the Government pursuant to their respective authority in law.

This agreement shall be subject to the written approval of the Chief of Engineers, U. S. Army, and shall not be binding until so approved.

WITNESS

THE UNITED STATES OF AMERICA,
By C R Moore
C. R. Moore,
Major, Corps of Engineers,
District Engineer.

WITNESS
W. Millard

LANE COUNTY, OREGON,
By Clinton Hurd
County Judge.

WITNESS
Patricia Sylvers

W. J. Holland
County Commissioner.

WITNESS
Lloyd A. Mattson

County Commissioner.

I, C. R. Moore, hereby certify that to the best of my knowledge and belief, based upon observation and inquiry, Clinton Hurd, County Judge, C. M. Young and W. J. Holland, County Commissioners, who signed this contract for Lane County, Oregon, have authority to execute the same and are the individuals who sign similar contracts on behalf of that County with the public generally.

Approved Sept. [illegible] 1940

RECEIVED
DEC 23 1940
FOR FILING

FAS 234-D-1

December 21, 1940

Mr. W. H. Lynch
District Engineer
Public Roads Administration
Post Office Box 3900
Portland, Oregon

Dear Sir:

In accord with the request contained in your letter of December 19, 1940, we are enclosing herewith two additional copies of agreement with Lane County concerning their cooperation on the Veneta-Fisher Road Section, Project No. FAS 234-D (1).

Very truly yours,

R. H. BALDOCK
Chief Engineer

By

S. H. Probert
Office Engineer

Dict. by J. W. Nash/GS

Encl.

FEDERAL WORKS AGENCY
PUBLIC ROADS ADMINISTRATION
DISTRICT ONE

MONTANA
OREGON
WASHINGTON

POST OFFICE BUILDING
PORTLAND, OREGON

December 19, 1940

Mr. R. H. Baldock
State Highway Engineer
Salem, Oregon

Dear Sir:

Reference is made to Mr. McCullough's letter of July 30, 1940, transmitting one executed copy of the agreement between the State Highway Commission and Lane County relative to the Veneta-Fisher Road Section of the Veneta-Eugene County Road. With that agreement as Exhibit A was a contract between the War Department and the Lane County Court, which was executed by the County Court but did not show dates or execution by the War Department.

We have been advised that two copies of these agreements should be forwarded as they are necessary for the preparation of the project agreement for Oregon FAS 234-D (1). Will you please, therefore, submit two additional certified copies of each of these agreements.

Very truly yours,

W H Lynch

W. H. LYNCH
District Engineer

Parsons has one executed copy.

RECEIVED
NOV 25 1940
FOR FILING

FAS 234-D-1

November 9, 1940

Mr. W. H. Lynch
District Engineer
Public Roads Administration
P. O. Box 3900
Portland, Oregon

Dear Sir:

Herewith are enclosed seven copies of estimate as basis for project agreement for the Vensta-Fisher Road Section, Project No. FAS 234-D (1).

Very truly yours,

R. H. BALDOCK
Chief Engineer

By

S. H. Probert
Office Engineer

Dict. by J. W. Nash/ER

Encl.

Oregon State Highway Department

Federal Aid Secondary
Project No. FAS 234-D (1)

VENETA-FISHER ROAD SECTION OF THE EUGENE-VENETA HIGHWAY IN LANE COUNTY

(Estimate as basis for project agreement. Based on low bid prices.)

Salem, Oregon, November 1, 1940

ROADWAY

All Required		Clearing and Grubbing (Sta. 339 to 580)		$ 3,350.00
All Required		Clearing and Grubbing (Sta. 580 to 620)		650.00
150	cu. yds.	Trench Excavation	$ 2.00	300.00
148,000	cu. yds.	Excavation, Single Classification	.13	19,240.00
71,000	yd. sta.	Overhaul	.01	710.00
11,000	yd. mi.	Truck Haul	.10	1,100.00
5.23	miles	Finishing Roadbed and Slopes	300.00	1,569.00
300	lin. ft.	18" Concrete Pipe	1.70	510.00
300	lin. ft.	24" Concrete Pipe	2.20	660.00
90	lin. ft.	36" Concrete Pipe	5.00	450.00
4,000	cu. yds.	Riprap	.90	3,600.00
80	only	Wood Sight Posts	2.25	180.00
35,000	cu. yds.	Pit-run Gravel Base	.70	24,500.00
6,300	cu. yds.	3/4" - 0" Material in Leveling Course	1.85	11,655.00
1,200	cu. yds.	Filler	.25	300.00
1,200	yd. mi.	Hauling Filler	.10	120.00
1,350	M-gal.	Sprinkling	1.00	1,350.00
5.23	miles	Preparation of Base	100.00	523.00
1,600	cu. yds.	Mineral Aggregate in Place	2.50	4,000.00
124	tons	RC-3 Asphalt in Binder Course	20.00	2,480.00
94	tons	SC-6 Road Oil in Place	22.00	2,068.00
			Subtotal	$ 79,315.00
			10% Engr. & Cont.	7,931.50
			Total	$ 87,246.50

BRIDGES

(Sta. 365+05 to 356+30)

315	lin. ft.	Furnish Treated Piles	$ .65	$ 204.75
10	only	Drive Treated Piles	10.00	100.00
6.2	M-FBM	Treated Lumber	87.00	539.40
6	cu. yds.	Class "A" Concrete	18.00	108.00
64	lin. ft.	Concrete Handrail	4.00	256.00
3,500	lbs.	Metal Reinforcement	.05	175.00
				$ 1,383.15

(Sta. 401+17 to 402+51)

1,285	lin. ft.	Furnish Treated Piles	$ .65	$ 835.25
35	only	Drive Treated Piles	10.00	350.00
26.8	M-FBM	Treated Lumber	87.00	2,331.60
82	cu. yds.	Class "A" Concrete	18.00	1,476.00
284	lin. ft.	Concrete Handrail	4.00	1,136.00
17,800	lbs.	Metal Reinforcement	.05	890.00
80	lbs.	Copper Water Stop	.25	20.00
				$ 7,038.85

(Sta. 453+00 to 454+52)

1,510	lin. ft.	Furnish Treated Piling	$ .65	$ 981.50
45	only	Drive Treated Piling	10.00	450.00
25.8	M-FBM	Treated Lumber	87.00	2,244.60
93	cu. yds.	Class "A" Concrete	18.00	1,674.00
320	lin. ft.	Concrete Handrail	4.00	1,280.00
19,700	lbs.	Metal Reinforcement	.05	985.00
120	lbs.	Copper Water Stop	.25	30.00
				$ 7,645.10

(Sta. 497+00 to 497+57)

630	lin. ft.	Furnish Treated Piling	$ .65	$ 409.50
20	only	Drive Treated Piling	10.00	200.00
11.4	M-FBM	Treated Lumber	87.00	991.80
37	cu. yds.	Class "A" Concrete	18.00	666.00
130	lin. ft.	Concrete Handrail	4.00	520.00
7,600	lbs.	Metal Reinforcement	.05	380.00
40	lbs.	Copper Water Stop	.25	10.00
				$ 3,177.30

(Sta. 508+00 to 509+33)

1,260	lin. ft.	Furnish Treated Piling	$ .65	$ 819.00
40	only	Drive Treated Piling	10.00	400.00
23.8	M-FBM	Treated Lumber	87.00	2,070.60
82	cu. yds.	Class "A" Concrete	18.00	1,476.00
282	lin. ft.	Concrete Handrail	4.00	1,128.00
17,400	lbs.	Metal Reinforcement	.05	870.00
120	lbs.	Copper Water Stop	.25	30.00
				$ 6,793.60

Subtotal	$ 26,038.00
10% Engr. & Cont.	2,603.80
Total	$ 28,641.80

Length of Roadway	5.227 miles
Length of Bridges	.095 mile
Total Length	5.322 miles
Cost per mile, Roadway	$ 18,750.83

Note: Oiling not to be constructed across bridges.

SUMMARY OF FUNDS REQUESTED

Item	Total Cost	FAS Funds	County Funds	State Funds
Roadway	$87,246.50	$26,568.00	$43,696.20	$16,982.30
Bridge	28,641.80	8,722.00	14,344.85	5,574.95
	$115,888.30	$35,290.00	$58,041.05	$22,557.25

[illegible]

State Funds for Construction: Chap. 175, laws 1917; Chap. 31, laws 1920;
Chap. 529, laws 1939
Funds for Maintenance: Chap. 529, laws 1939

[illegible]
[illegible]

[illegible]

[illegible]
[illegible]

[illegible]

VENETA-FISHER ROAD SECTION

PROJECT NO. FAS 234-D (1)

All necessary right of way has been acquired for this project.

R. H. BALDOCK
State Highway Engineer

By

S. H. Probert
Office Engineer

June 26, 1940

VENETA-FISHER ROAD SECTION

PROJECT NO. FAS 234-D(1)

While all right of way has been acquired for this project, easements from the railroad company for six parcels on which approach roads and a dike are to be constructed, have not as yet been secured, but it is now believed the agreement for these easements will be completely executed within 13 days.

R. H. BALDOCK
State Highway Engineer

By

S. H. Probert
Office Engineer

July 3, 1940

RECEIVED
AUG 16 1940
FOR FILING

FAS 234-C-1

August 16, 1940

GREAT AMERICAN INDEMNITY COMPANY
c/o Harvey Wells-Reed Insurance Agency
Failing Building
Portland, Oregon

Gentlemen:

We are sending you today by express a fully executed copy of Contract 2348 which was awarded to Berke Bros. By the State Highway Commission on July 25, 1940, covering the grading, surfacing, and oiling, also construction of bridges, on the Veneta-Fisher Road Section of the Eugene-Veneta County Road, in Lane County.

Inasmuch as you are surety for the contracting firm, this copy of the contract is being sent you for your files and records.

Very truly yours,

STATE HIGHWAY COMMISSION
By

Secretary

MBL

RECEIVED
AUG 16 1940
FOR FILING

FAS 234-C-1

August 16, 1940

BERKE BROS.
7923 N. E. Halsey
Portland, Oregon

Gentlemen:

We are sending you today by express a fully executed copy of Contract No. 2348 which was awarded to you by the State Highway Commission on July 25, 1940, covering the grading, surfacing, and oiling, also the construction of bridges, on the Veneta-Fisher Road Section of the Eugene-Veneta County Road, in Lane County.

This copy is for your records and files. We are also sending an executed copy of this contract to the surety on your bond.

Very truly yours,

STATE HIGHWAY COMMISSION
By

Secretary

MBL

RECEIVED
JUL 31 1940
FOR FI

FAS 234-19-1

July 30, 1940

Mr. W. H. Lynch
District Engineer
Public Roads Administration
Box #3900
Portland, Oregon.

Dear Sir:

We are handing you herewith one fully executed copy of an agreement between the State Highway Commission and Lane County with respect to the Veneta-Eugene County Road.

This copy is for your records and files.

Very truly yours,

C. B. McCullough
Assistant State Highway Engineer.

JM

RECEIVED
JUL 31 1940
FOR FILING

Maint.
Drainage & Flood Control
Willamette River

July 30, 1940

Agreement with Lane Co. re
Veneta-Eugene County Road.

Mr. S. H. Probert
Office Engineer
Office

Dear Sir:

We hand you herewith two fully executed copies of an agreement between the State Highway Commission and Lane County with respect to the construction of the Veneta-Eugene County Road.

The original copy has been retained for the agreement file, one copy has been forwarded to the Lane County Court, one copy to Mr. W. H. Lynch, and Mr. Devers has one copy.

Very truly yours,

C. B. McCullough

JM

Form E-30—Revised—25M—4-40

OREGON STATE HIGHWAY COMMISSION

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
July 29, 1940

Subject:

To:
Mr. C. B. McCullough,
Office.

Dear Sir:

Enclosed you will find three fully executed copies of the agreement between the State Highway Commission and Lane County with respect to the Veneta-Eugene County road.

Six copies of this agreement were executed by all of the parties. Mr. Glaisyer retained the original, the County Court has its copy and I have a copy in this office. I suggest that one of the enclosed three copies be given to Mr. Lynch of the Public Roads Administration, and the other two copies you may dispose of as you think best.

Yours very truly,

J. M. Devers
J. M. DEVERS

JMD:PW
Enc.

RECEIVED
AUG 16 1940
FOR FILING

FAS 234-D-1

July 27, 1940

Major C. R. Moore
U. S. Engineer Dept.
628 Pittock Block
Portland, Oregon

Veneta-Fisher Rd.
Contract No. 2348
FAS 234-D (1)

Dear Sir:

We refer to your letter of July 20, concerning the road construction project on Route F across the Fern Ridge Reservoir in Lane County.

Your computation of the amount to be paid Lane County in connection with the above project conforms with our understanding of the agreement in regard thereto and, therefore, meets with our approval. The total of the amount referred to is $58,041.05.

Contract for the construction of the section of road concerned was awarded by the Highway Commission on July 25 to Berke Bros., Portland, Oregon, on the basis of the bid submitted by them on July 18. The amount of the contract is $106,555, and the estimated total cost of the project is $116,000.

Very truly yours,

R. H. Baldock
State Highway Engineer

cc to Clinton Hurd
County Judge of Lane Co.
Eugene, Oregon

ADDRESS REPLY TO
THE DISTRICT ENGINEER

WAR DEPARTMENT
OFFICE OF THE DISTRICT ENGINEER
PORTLAND DISTRICT
628 PITTOCK BLOCK
PORTLAND, OREGON

IN YOUR REPLY REFER TO
FILE 7408/2(Fern Ridge)-22.

RECEIVED

July 20, 1940.

REFERRED TO
By Asst. State Highway Engineer

Mr. R. H. Baldock,
State Highway Engineer,
Oregon State Highway Commission,
Salem, Oregon.

Dear Sir:

In accordance with agreement between Lane County, the State Highway Commission, and this office regarding the construction of Route F across the Fern Ridge Reservoir as set forth in your letter to me of May 16, 1940, the amount to be paid to Lane County by this office has been determined on the basis of the unit prices submitted by the low bidder on this project on July 18, 1940. This office computes this payment as follows.

Item	Unit	Quantity	Unit Price	Amount
Clearing & Grubbing	L.S.		$3,350.00	$ 3,350.00
Trench Excavation	C.Y.	95	2.00	190.00
Excavation	C.Y.	96,483	.13	12,542.79
Overhaul	S.Y.	7,010	.01	70.10
Finishing Roadbed	Mile	4.56	300.00	1,368.00
18" Pipe Culvert	Lin. Ft.	300	1.70	510.00
24" Pipe Culvert	Lin. Ft.	140	2.20	308.00
36" Pipe Culvert	Lin. Ft.	70	5.00	350.00
Roadbed Topping	C.Y.	16,780	.70	11,746.00
Levelling Course	C.Y.	2,670	1.85	4,939.50
Filler	C.Y.	420	.25	105.00
Hauling Filler	Mile Yd.	420	.10	42.00
Sprinkling	M. Gals.	780	1.00	780.00
Preparation of Base	Mile	4.56	100.00	456.00
Mineral Aggregate	C.Y.	1,300	2.50	3,250.00
Asphalt	Ton	70	20.00	1,400.00
Cutback	Ton	70	22.00	1,540.00
Riprap	C.Y.	3,312	.90	2,980.80
Untreated Lumber in bridges	M.B.M.	81.5	60.00	4,890.00
Untreated Piling	Lin. Ft.	3,244	.60	1,946.40
Total				$52,764.59
Plus 10% for Engineering, Supervision and Overhead				5,276.46
Total Payment To Be Made to Lane County				$58,041.05

The above amount has been incorporated in the agreement between Lane County and the Government, and the agreement is being sent to Lane County this date for execution by it. A copy of this agreement was furnished you on July 3. As soon as the conditions specified in Article III, paragraph (a) of the agreement have been met, payment of the specified sum will be made to Lane County.

I trust that this procedure will be satisfactory to all parties concerned.

Very truly yours,

C. R. Moore,
Major, Corps of Engineers,
District Engineer.

RECEIVED
JUL 26 1940
FOR FILING

44-3239 D-1

July 25, 1940

[redacted]
7923 N. E. Halsey Street
Portland, Oregon

Gentlemen:

We are sending you today by express four copies of Contract No. 2348 which was awarded to you on July 25 by the State Highway Commission covering the grading, surfacing, oiling, and construction of bridges on the Veneta-Fisher Road Section of the Eugene-Veneta County Road, in Lane County.

Kindly execute all four copies of this contract as to agreement and bond and return them to this office for approval by the State Highway Commission. When this has been done a fully executed copy will be returned to you for your records and files. We will also send an executed copy to the surety on your bond.

Your special attention is called to the paragraph under Section 5 (page 14) of the printed General Provisions, relating to the Workmen's Compensarion Act. You will be expected to accept the terms of this Act and to carry on your work under this contract in strict conformance thereto.

Your attention is also called to the paragraph on the mimeographed page immediately preceding the colored pages, relating to payment by the contractor of amounts due hospital associations, et cetera.

Very truly yours,

STATE HIGHWAY COMMISSION
By

Secretary

MBL

RECEIVED
OCT 31 1940
FOR FILES

A-234-19

July 25, 1940

Berke Bros.
7923 N. E. Halsey
Portland, Oregon

Gentlemen:

Confirming my telegram to you of this date, the State Highway Commission has today awarded you the contract for 5.23 miles grading, surfacing and oiling and construction of five bridges on the Veneta-Fisher Road Section of the Eugene-Veneta County Road, in Lane County. This award was based on your low bid of $105,353.00, using asphalt, submitted on July 18, 1940.

Contract forms will be sent to you for execution within the next few days.

Very truly yours,

STATE HIGHWAY COMMISSION

By

Secretary

MC:AH

cc - Mr. S. H. Probert
Mr. G. S. Paxson

M

CLASS OF SERVICE DESIRED			
DOMESTIC		CABLE	
TELEGRAM		ORDINARY	
DAY LETTER		URGENT RATE	
SERIAL		DEFERRED	
NIGHT LETTER		NIGHT LETTER	
SPECIAL SERVICE		SHIP RADIOGRAM	

Patrons should check class of service desired; otherwise the message will be transmitted as a telegram or ordinary cablegram.

COPY OF WESTERN UNION TELEGRAM

SALEM OREGON JULY 25 1940

BERKE BROS.
7923 N. E. HALSEY
PORTLAND OREGON

STATE HIGHWAY COMMISSION AWARDED YOU TODAY CONTRACT FOR CONSTRUCTION OF VENETA-FISHER ROAD SECTION OF EUGENE-VENETA COUNTY ROAD, LANE COUNTY, BASED ON YOUR LOW BID SUBMITTED JULY 18, 1940. CONTRACT FORMS FOLLOW SHORTLY.

H.B.GLAISYER, SECRETARY
STATE HIGHWAY COMMISSION

234-D(1)

THE COMPANY WILL APPRECIATE SUGGESTIONS FROM ITS PATRONS CONCERNING ITS SERVICE

SALEM, OREGON
JULY 25, 1940

W. H. LYNCH
DISTRICT ENGINEER
PUBLIC ROADS ADMINISTRATION
P. O. BOX 3900
PORTLAND, OREGON

ARRANGEMENTS WITH COUNTY AND WAR DEPARTMENT BEING COMPLETE WE REQUEST YOUR CONCURRENCE IN AWARD TODAY OF CONTRACT FOR VENETA-FISHER ROAD PROJECT TO BERKE BROS. OF PORTLAND

R. H. BALDOCK

CONFIRMATION

FEDERAL WORKS AGENCY
XXXXXXXXXXXXXXXXXXXXXXXXXXXXXXX

xxxxxxx Public Roads Administration

WESTERN UNION

1201

CLASS OF SERVICE

This is a full-rate Telegram or Cablegram unless its deferred character is indicated by a suitable symbol above or preceding the address.

RECEIVED
JUL 26 1940
FOR FILING

'06)

R. B. WHITE
PRESIDENT

NEWCOMB CARLTON
CHAIRMAN OF THE BOARD

J. C. WILLEVER
FIRST VICE-PRESIDENT

SYMBOLS
DL=Day Letter
NL=Night Letter
LC=Deferred Cable
NLT=Cable Night Letter
Ship Radiogram

The filing time shown in the date line on telegrams and day letters is STANDARD TIME at point of origin. Time of receipt is STANDARD TIME at point of destination

PRH6 9 20 SER GOVT=PORTLAND ORG 25 203P

R H BALDOCK=
STATE HIGHWAY ENGINEER

=RETEL WE HEREBY CONCUR TODAY IN AWARD OF CONTRACT OREGON FAS 234-D(1) VENETA FISHER ROAD TO BERKE BROS=

=LYNCH.

RECEIVED
JUL 26 1940
FOR FILING

234-D(1)

THE COMPANY WILL APPRECIATE SUGGESTIONS FROM ITS PATRONS CONCERNING ITS SERVICE

SALEM, OREGON
JULY 25, 1940

W. H. LYNCH
DISTRICT ENGINEER
PUBLIC ROADS ADMINISTRATION
P. O. BOX 3900
PORTLAND, OREGON

ARRANGEMENTS WITH COUNTY AND WAR DEPARTMENT BEING COMPLETE WE REQUEST YOUR CONCURRENCE IN AWARD TODAY OF CONTRACT FOR VENETA-FISHER ROAD PROJECT TO BERKE BROS, OF PORTLAND

R. H. BALDOCK

[illegible]
State Highway Engineer
Salem, Oregon

RETEL WE HEREBY CONCUR TODAY IN AWARD OF CONTRACT OREGON FAS 234-D(1)

VENETA FISHER ROAD TO BERKE BROS.

Lynch

Charge to the account of ______________________ $ ________

WESTERN UNION

1217-B

CLASS OF SERVICE DESIRED			
DOMESTIC		CABLE	
TELEGRAM		ORDINARY	
DAY LETTER	X	URGENT RATE	
SERIAL		DEFERRED	
NIGHT LETTER		NIGHT LETTER	
SPECIAL SERVICE		SHIP RADIOGRAM	

Patrons should check class of service desired, otherwise the message will be transmitted as a telegram or ordinary cablegram.

CHECK
ACCOUNTING INFORMATION
TIME FILED

R. B. WHITE
PRESIDENT

NEWCOMB CARLTON
CHAIRMAN OF THE BOARD

J. C. WILLEVER
FIRST VICE-PRESIDENT

Send the following message, subject to the terms on back hereof, which are hereby agreed to

SALEM, OREGON
JULY 25, 1940

W. H. LYNCH
DISTRICT ENGINEER
PUBLIC ROADS ADMINISTRATION
P. O. BOX 3900
PORTLAND, OREGON

ARRANGEMENTS WITH COUNTY AND WAR DEPARTMENT BEING COMPLETE WE REQUEST YOUR CONCURRENCE IN AWARD TODAY OF CONTRACT FOR VENETA-FISHER ROAD PROJECT TO BERKE BROS. OF PORTLAND

R. H. BALDOCK

CONFIRMATION

RECEIVED

ERAL WORKS AGENCY
XXXXXXXXXXXXXXXXXXXXXXXXXXXXXX

xxxxxx Public Roads Administration

8010-20 Oregon

SERIAL

Portland, Oregon
July 25, 1940

R. H. Baldock
State Highway Engineer
Salem, Oregon

RETEL WE HEREBY CONCUR TODAY IN AWARD OF CONTRACT OREGON FAS 234-D(1) VENETA FISHER ROAD TO BERKE BROS.

Lynch

Paid Gov't Rate

COMMISSIONERS
HENRY F. CABELL, CHAIRMAN, PORTLAND
E. B. ALDRICH, PENDLETON
HURON W. CLOUGH, CANYONVILLE

H. B. GLAISYER, SECRETARY

R. H. BALDOCK
STATE HIGHWAY ENGINEER
SALEM
C. B. McCULLOUGH
ASSISTANT STATE HIGHWAY ENGINEER
SALEM

OREGON STATE HIGHWAY COMMISSION
SALEM

IN REPLY PLEASE
REFER TO FILE NO.

RECEIVED
JUL 29 1940
FOR FILING [illegible]

FAS 234-D-1

July 23, 1940

Mr Nash

Mr. W. H. Lynch
District Engineer
Public Roads Administration
Post Office Box 3900
Portland, Oregon

Attention: Mr. T. M. Davis

Dear Sir:

We are enclosing herewith three copies of maintenance agreement executed by the County Court of Lane County and the State Highway Commission, relative to maintenance and right of way for a section of Route "F" from Fisher Road to the Territorial Highway, Project FAS 234-D (1); also, three copies of resolution relative to encroachments and traffic.

Very truly yours,

R. H. BALDOCK
State Highway Engineer

By Cutler

Oscar Cutler
Asst. Office Engineer

OC:ME

Encl.

5-36-1M

RECEIVED
JUL 22 1940
FOR FILING

Southern Pacific Company

PORTLAND, OREGON

E. L. KING,
SUPERINTENDENT

RECEIVED
1940

IN REPLY PLEASE REFER TO

[illegible]
Drainage [illegible]
Willamette River

July 13, 1940

GMO 4833

NOTED

Mr. P. H. Morse
Lane County Engineer
Eugene, Oregon

Dear Sir:

Yours of July 5th relative to the five private grade crossings which the State proposes to raise in connection with the Fern Ridge Dam Project.

Do not believe any agreement or easement is necessary for this work. Permission has already been granted to you and the State to handle.

Yours truly,
(Signed) E. L. KING

Cy-Mr. R. H. Baldock
State Highway Engineer
Salem, Oregon

RECEIVED
FOR FILING

RECEIVED
13 '40
SALEM
STATE HIGHWAY COMMISSION

ADDRESS REPLY TO
THE DISTRICT ENGINEER

WAR DEPARTMENT
OFFICE OF THE DISTRICT ENGINEER
PORTLAND DISTRICT
628 PITTOCK BLOCK
PORTLAND, OREGON

IN YOUR REPLY REFER TO
FILE 7408/2(FR)-12.

[illegible]
Drainage & Flood Control
Willamette River

July 12, 1940.

Mr. R. H. Baldock,
State Highway Engineer,
Oregon State Highway Commission,
Salem, Oregon.

Dear Sir:

Reference is made to your letter of July 10, 1940, with which was inclosed a plan showing the location of proposed borrow areas for the construction of Route F across the Fern Ridge reservoir.

As you note from my letter of July 2 to the Lane County Court, all of the proposed borrow areas are located on lands now owned or being acquired by the Government with the exception of the area near Station 515 on property of Grover Huston. It is believed that we will not be able to acquire the Huston tract by August 1. Consequently it will be necessary for the State or Lane County to acquire this borrow area or eliminate it from your contract. We are proceeding to secure immediate release to the Government of the borrow areas of the Porter and Warren tracts and expect to have these areas available for your contractor's use prior to July 18. I will telephone you prior to that date and inform you definitely when these latter areas can be made available.

Very truly yours,

C. R. Moore,
Major, Corps of Engineers,
District Engineer.

R. G. Smith
K. D. Lytle

July 10, 1940

Major C. R. Moore
District Engineer
U. S. Engineer Dept.
628 Pittock Block
Portland, Oregon

Dear Sir:

We have before us a copy of your letter of July 2, addressed to the County Court of Lane County, which letter concerns the availability of areas within the Fern Ridge Reservoir for use as borrow pits for the proposed highway construction on Route "F".

In line with your letter, we are sending herewith descriptions for the borrow areas required; also a map showing the locations of those areas.

With one exception, the borrow areas required are within the areas which are referred to in your letter as being now owned or in process of being acquired by the Government. The exception referred to is the area at Station 815 on the property of Grover Huston.

It is desired that all of the borrow areas be available by August 1, and we should know definitely by July 18 (the date on which bids are to be received) whether or not the areas will be available at that time.

Not having been aware of the fact that these areas were not immediately available, no reservations were included in our contract provisions, so we are not in very good position to subject the contractor to any delay. We are, therefore, hoping that you will be able to give the matter immediate attention.

Very truly yours,

R. H. BALDOCK
State Highway Engineer

By

S. H. Probert
Office Engineer

SHP:MR
cc to County Court of Lane Co.
N. G. Smith
K. D. Lytle

OWNER: Wm. M. Porter, et al

PARCEL #1. A parcel of land lying in the North half (N½) of Section 34, Township 17 South, Range 5 West, Lane County, Oregon; the said parcel being described as follows:

Beginning at a point on the Northerly right of way line of the Eugene-Veneta Highway; said point being opposite and 150 feet distant from Engineer's center line Station 426+00; said point also being 1085 feet South and 3203 feet East of the Northwest corner of said Section 34; thence North 0° 09' East a distance of 20 feet; thence North 89° 51' West parallel to and 170 feet distant from the center line of said highway a distance of 2500 feet; thence South 0° 09' West a distance of 20 feet to the said Northerly right of way line, opposite and 150 feet distant from Engineer's Station 451+00; thence South 89° 51' East along said right of way line a distance of 2500 feet to the point of beginning, containing 1.15 acres.

PARCEL #2. A parcel of land lying in the Northeast quarter (NE¼) of Section 33, Township 17 South, Range 5 West, W. M., Lane County, Oregon; the said parcel being described as follows:

33

Beginning at the point of intersection of the East line of said Section 33 and the Northerly right of way line of the Eugene-Veneta Highway; said point being opposite and 40 feet distant from Engineer's center line Station 458+05; said point also being 1192 feet South of the Northeast corner of said Section 33; thence North 89° 51' West along said right of way line a distance of 395 feet; thence North 0° 09' East and at right angles to the center line of said highway a distance of 140 feet to a point opposite and 180 feet distant Northerly from Engineer's Station 462+00; thence South 89° 51' East parallel to and 180 feet distant from said center line a distance of 395 feet to the East line of said Section; thence South along said section line a distance of 140 feet to the point of beginning, containing 0.92 acres.

OWNER: E. M. Warren

A parcel of land lying in Government Lot 1 (NW¼ of NW¼) of Section 33, Township 17 South, Range 5 West, W. M., Lane County, Oregon; the said parcel being described as follows:

Beginning at a point on the Northerly right of way line of the Eugene-Veneta Highway; said point being opposite and 40 feet distant from Engineer's center line Station 498+00; said point also being 1195 feet South and 1310 feet East of the Northwest corner of said Section 33; thence North 0° 09' East a distance of 110 feet; thence North 89° 51' West parallel to and 150 feet distant from said highway center line a distance of 700 feet; thence South 0° 09' West a distance of 110 feet to said Northerly right of way line opposite and 40 feet distant from Engineer's Station 505+00; thence South 89° 51' East along said right of way line a distance of 700 feet to the point of beginning, containing 2.02 acres.

OWNER: Grover Huston

A parcel of land lying in the Northeast quarter (NE¼) of Section 32, Township 17 South, Range 5 West, W. M., Lane County, Oregon; the said parcel being described as follows:

Beginning at the point of intersection of the East line of said Section 32 and the Northerly right of way line of Eugene-Veneta Highway; said point being opposite and 50 feet distant from Engineer's center line Station 511+09; said point also being 1179 feet South of the Northeast corner of said Section 32; thence North 89° 53' West along said right of way line a distance of 891 feet; thence North 0° 07' East at right angles to the center line of said highway, a distance of 100 feet to a point opposite and 150 feet distant Northerly from Engineer's Station 520+00; thence South 89° 53' East parallel to and 150 feet distant from said center line a distance of 891 feet to the East line of said Section; thence South along said Section line a distance of 100 feet to the point of beginning, containing 2.05 acres.

July 12, 1940

Mr. W. H. Lynch
District Engineer
Public Roads Administration
P. O. Box 3900
Portland, Oregon

Dear Sir:

In accord with the request contained in your letter of July 10, 1940, we are sending, under separate cover, five blueprint copies each of the title sheet and the typical cross-section sheet of the plans for the Veneta-Fisher Road Section, Project No. FAS 234-D (1).

The title sheet has been revised to show the flow line of the Fern Ridge reservoir and the typical section sheet modified to show 3:1 slopes for low embankments.

Very truly yours,

R. H. BALDOCK
State Highway Engineer

By

S. H. Probert
Office Engineer

SHP:ER

FEDERAL WORKS AGENCY
PUBLIC ROADS ADMINISTRATION
DISTRICT ONE

MONTANA
OREGON
WASHINGTON

POST OFFICE BUILDING
PORTLAND, OREGON

RECEIVED
11 1940
STATE HIGHWAY COMMISSION

July 10, 1940

Mr. R. H. Baldock
State Highway Engineer
Salem, Oregon

Dear Sir:

Reference is made to P.S.& E. papers for Oregon Federal Aid Secondary Project FAS 234-D (1), Veneta-Fisher Road Section.

The papers submitted do not indicate the location of roads to be flooded by the Fern Ridge Reservoir, and it is therefore requested that you furnish us with three copies of a map showing the reservoir flow line. ✓

It is also requested that the typical section be modified to provide for 3:1 slopes on low embankments.

Very truly yours,

W H Lynch

W. H. LYNCH
District Engineer

July 9, 1940

Major C. R. Moore
District Engineer
U. S. Engineers
628 Pittock Block
Portland, Oregon

Dear Sir:

We thank you for your letter of July 1, concerning the construction of Route "F" across the Fern Ridge Reservoir. As requested therein, a set of the plans and specifications for the highway project is being sent to you today.

Very truly yours,

R. H. BALDOCK
State Highway Engineer

By

S. H. Probert
Office Engineer

SHP:ER

EIVED
JUL 8 1940
FOR FILING
[illegible]

July 5, 1940

Route F — Fern Ridge

Mr. R. H. Baldock

Herewith communication from Major Moore in reference to the construction of Route F. I am also giving you a letter which was handed to me by Mr. Devers, addressed to Major Moore and signed by the Lane County Court. Mr. Devers is at a loss to know why the county court is bidding on this work, and suggested that you discuss the matter with him.

C. B. McCullough

cc Mr. Glaisyer

ADDRESS REPLY TO
THE DISTRICT ENGINEER

WAR DEPARTMENT
OFFICE OF THE DISTRICT ENGINEER
PORTLAND DISTRICT
628 PITTOCK BLOCK
PORTLAND, OREGON

IN YOUR REPLY REFER TO
FILE 7408/2(Fern Ridge)-21.

July 1, 1940.

Mr. R. H. Baldock,
State Highway Engineer,
Oregon State Highway Commission,
Salem, Oregon.

Dear Sir:

Reference is made to your letter of June 24, 1940, in connection with certain items of the proposed contract for the construction of Route F across the Fern Ridge Reservoir.

The unit prices of $60 per MFBM for bridge timber and $0.60 per lin. ft. for piling were agreed to by representatives of this office and your engineers and accordingly are approved by me. The quantities of bridge timber and piling to be paid for at these unit prices are the quantities stated in your letter of May 16, 1940.

This office estimates that a reasonable price for placing the necessary dumped riprap on the north side of the new embankment would be approximately $2.50 per cubic yard in place. If the low bidder for this project should submit a bid for this riprap less than $2.50 per cubic yard you may include this item in the award. Should the low bid be appreciably higher than $2.50 per cubic yard I should like to be so advised in order that I may give further consideration to placing this riprap by the Government. In the latter case this office would place the necessary riprap without cost to the State Highway Commission, and the cost of this work would not be included in the payment to be made Lane County by the Government.

It will be satisfactory for you to take a lump sum bid on the clearing and grubbing between Stations 339 and 580 and a separate lump sum bid for clearing and grubbing on other portions of the project. The Government will pay to the County the amount bid for the first mentioned item.

A draft of the proposed agreement between Lane County and the Government has been submitted to the County for its approval and also to higher authority of this office. As soon as the agreement has been approved I shall be glad to furnish you a copy of it. It will be appreciated if you will furnish this office a copy of the plans and specifications for this project.

I trust that the above arrangement will be entirely satisfactory to you.

Very truly yours,

C. R. Moore,
Major, Corps of Engineers,
District Engineer.

COMMISSIONERS
HENRY F. CABELL, CHAIRMAN, PORTLAND
E. B. ALDRICH, PENDLETON
HURON W. CLOUGH, CANYONVILLE

H. B. GLAISYER, SECRETARY

R. H. BALDOCK
STATE HIGHWAY ENGINEER
SALEM
C. B. McCULLOUGH
ASSISTANT STATE HIGHWAY ENGINEER
SALEM
J. M. DEVERS
ATTORNEY
SALEM

OREGON STATE HIGHWAY COMMISSION
SALEM

[illegible] + Flood Control
Willamette River

RECEIVED
JUN 2 8 1940
FOR FILING

Moore

June 24, 1940

IN REPLY PLEASE REFER TO FILE NO.

Major C. R. Moore
District Engineer
U. S. Engineers
628 Pittock Block
Portland, Oregon

File

Dear Sir:

In order to further complete the understanding with reference to the construction of Route "F" across the Fern Ridge Reservoir, we wish to make inquiries and suggestions as follows:

1. It will be necessary to reach agreement on the prices at which payment is to be allowed to Lane County for the estimated quantities of "Lumber" and "Piling." We are agreeable to using prices as follows:
Lumber- - - - $60.00 per MBM
Piling- - - - 0.60 per lin. ft.
Do these prices meet with your approval?

2. A price should be quoted by your Department, either now or at some other time before our bids are received, as the price at which your Department will furnish and place riprap. The understanding would be then that the contractor will place the riprap if his price is lower than yours, and that you will place the riprap if his price is higher than yours.

3. If the riprap is to be placed by your Department, will you want us to make payment to you so that the item can be included in the payment to the County, the same as contract items, or will you wish to completely eliminate the item from the agreement and to assume

its cost regardless of overrun or underrun in quantity, or will you wish to handle it in some other manner? Either of the two methods mentioned is acceptable to us.

4. In the estimates furnished you, the clearing and grubbing is shown on an acreage basis. However, our practice in connection with clearing and grubbing is to have the contractor bid a lump sum amount. We propose, therefore, to ask for a lump sum bid on "clearing and grubbing between Stations 339 and 580" and a separate lump sum bid for "clearing and grubbing on other portions of the project." The amount to be paid to the County on the clearing and grubbing item would then be the lump sum amount bid for the item "clearing and grubbing between Stations 339 and 580." We believe that this is in accord with the intent of our arrangement with you, and it will simplify matters for us over having to receive bids and make settlement with the contractor on an acreage basis.

We will appreciate an expression from you in regard to the above mentioned matters. We would like, also, to receive a copy of your agreement with Lane County when available.

Very truly yours,

R. H. Baldock
State Highway Engineer

VED
JUL 11 1940
FOR

[illegible]
[illegible]
[illegible]

Maps which we have secured indicate that the reservoir will overflow certain county roads, notably the Alvadore Market Road No. 11, the road from Alvadore to the Red Oak School, the Elmira Road, Market Road No. 12, which is the main road at present from Eugene to Elmira and vicinity, the Inman Road running from the Elmira Road north to the Red Oak School, the Gibson road running north from the Elmira Road to the east end of the proposed dam, the Crow Road, Market Road No. 17, which crosses Coyote Creek one mile south of the Southern Pacific Railroad, the Warren Road, Market Road No. 18, and the proposed route of Route "F" which is to be the main route from Eugene to the coast. Most of these roads have been used for many years, and except for the third and fourth roads enumerated above all will be needed after the dam is built.

The dam, thus, severs a large proportion of Lane County from the principal trading center and county seat, Eugene, and the entire western Lane County is dependent upon a satisfactory solution of these road problems. If the transportation to this vast area is in any way handicapped, the dam would be a detriment rather than an asset, and for this reason the citizens of those communities are constantly making inquiry to the county court what the plans are for handling the road situation. A question of such serious nature to Eugene and Lane County has many ramifications and must be discussed with many interested parties; therefore, we feel that no contracts should be let for the dam until the road problem has been settled to the satisfaction of the county court.

We have been unofficially advised that it is your intention to rebuild the road from Alvadore to the Red Oak School in a location

NOTED
State Highway En

below the dam. This will be a satisfactory solution, but we would appreciate confirmation of such plans from your office.

As to the third road, that running north from the Elmira Road, enough should be rebuilt to serve the portion of Sections 20 and 21 cut off by the overflow. The section crossing the Long Tom may be abandoned. In our estimation none of the fourth road, that running from the Elmira Road to the east end of the dam, need be rebuilt as it will be of no further use when the dam is completed. The road crossing Coyote Creek one mile south of the railroad will have to be kept open, but since this is well up to the head of the lake to be formed, the reconstruction of the road will be a minor matter.

We are intensely interested, however, in what plans are being made to take care of the Elmira Road, since at present this is the main road from Eugene to all the country lying in the vicinity and west of Elmira. We have estimated that the cost of raising this road above the waters of the future lake will be $346,000. Although if no dam were built this road would be maintained and used by the county forever, yet we will assent to the overflow of this road if the county is reimbursed in the amount of the estimated cost to rebuild.

In this connection we will cite the fact that a new road is being constructed from Eugene to Mapleton, which when completed will take a portion of the traffic from the present Elmira Road and can be made to take all the traffic from the Elmira Road if that roadis overflowed albeit at some inconvenient to that part of the traffic normally left on the Elmira Road. A large sum of money, in large part government funds allocated to this county, have been spent on this new highway, one section being completed immediately west of Eugene and a great deal of grading having been done on the west end. Surveys have been completed for the entire highway from Eugene to Mapleton, and besides those portions under construction right of way has been purchased to Veneta.

The flooding of the right of way of Route "F" across Coyote Creek bottom will also increase the cost of the construction of this section, owing to raising the gade to a minimum of 380 feet elevation and the riprap necessary to protect the grade from wave action, is estimated at $59,000, which will also be a charge against the dam construction.

In summation, then we feel that the War Department is responsible for rebuilding the road around the dam, and a portion of the road across the Long Tom bottom, and the payment of the cost of rebuilding the Elmira Road, estimated at $346,000, and the payment of the cost of raising the grade on Route "F", estimated at $59,000. However, if the War Department will rebuild the Alvadore Road, a section of the Inman Road, the Crow Road, the Warren Road, and any other road necessary to serve the local ranches, we will be willing to reduce the amount to be paid the county to only the amount necessary to rebuild the Elmira Road and will use the money in building Route "F". In effect then we will be willing to have the Elmira Road flooded if the new route is provided.

The solution of the transportation problem across the barrier caused by the sam seems to us to be in the building of a section of Route "F" from Oak Hill to the Territorial Road before the dam is closed for storage. This can be done cheaper than the cost of rebuilding the Elmira Road, our estimate being $296,500, and will afford the shortest and most logical route for the people of western Lane County. It will concentrate the railroad and highway in one wide causeway effecting cheaper maintenance and safer operation than if the road were constructed separate from the railroad.

RECEIVED
JUL 10 1940
FOR FILING

FAS 234-14-1

July 8, 1940.

Mr. E. L. King,
Superintendent,
Southern Pacific Co.,
Portland, Ore.

Dear Sir:

This will acknowledge receipt of your letter of July 2, 1940, granting authority to the Highway Department to enter upon your right of way for the purpose of raising the grade on five railroad crossings on the Fisher Road-Veneta Section of "Route F" along the Coos Bay branch in Lane County.

The department will take care of any changes such as raising the Western Union pole line or extension of culverts under the crossing, if necessary.

Yours very truly,

R. H. BALDOCK,
STATE HIGHWAY ENGINEER.

H

CC to
S. H. Probert
K. D. Lytle

Southern Pacific Company
PORTLAND, OREGON

E. L. KING,
SUPERINTENDENT

S-2660
IN REPLY PLEASE REFER TO

July 2, 1940

GMO 4233

Mr. R. H. Baldock
State Highway Engineer
Salem, Oregon

Dear Sir:

Have advice from Mr. P. M. Morse, County Engineer at Eugene, that you are contemplating starting work on the construction of new highway between Veneta and Jetson along our Coos Bay Branch in connection with the Fern Ridge Dam Project and desire authority from our Company to enter upon our right of way in connection with raising the approaches to five grade crossings over our track.

This will be your authority to enter upon our right of way for the purpose of raising the approaches to these five crossings with the understanding that the Highway Department will take care of any necessary raising of the Western Union pole line to provide necessary clearance over these crossings, and also that they will take care of the extension of the culverts under these crossings.

Yours truly,

E L King

Cy-Mr. P. M. Morse
Lane County Engineer
Eugene, Oregon

RECEIVED
JUL 8 1940

REFERRED TO
RHB
By Asst. State Highway Engineer

July 5, 1940

Mr. W. H. Lynch
District Engineer
Public Roads Administration
Post Office Box 3900
Portland, Oregon

Dear Sir:

We are enclosing herewith seven copies of revised estimate to accompany plans and specifications for the Veneta-Fisher Road Section, Project No. FAS 234-D (1).

Five bid proposals and five blueprint copies of the plan summary sheet are being sent under separate cover.

These papers have been revised by dividing the bid item "Clearing and Grubbing" into two parts, so that a definite bid amount will be received for the clearing and grubbing work to be performed between Stations 339 and 580, which is the section on which U. S. War Department cooperation is to be received.

Very truly yours,

R. H. BALDOCK
State Highway Engineer

By

S. H. Probert
Office Engineer

Dict. by J. W. Nash/ME

Encl.

Oregon State Highway Department

Federal Aid Secondary
Project No. FAS 234-D (1)

VENETA-[illegible] ROAD SECTION OF THE EUGENE-VENETA HIGHWAY IN LANE COUNTY

(Estimate to accompany plans and specifications. Not as basis for project agreement.)

Salem, Oregon, July 5, 1940

ROADWAY

All Required		Clearing and Grubbing (Sta. 339 to 580)		$ 1,300.00
All Required		Clearing and Grubbing (Sta. 580 to 620)		200.00
150	cu. yds.	Trench Excavation	$ 1.00	150.00
148,000	cu. yds.	Excavation, Single Classif.	.18	26,640.00
71,000	yd. sta.	Overhaul	.01	710.00
11,000	yd. mi.	Truck Haul	.10	1,100.00
5.23	miles	Finishing Roadbed	200.00	1,046.00
300	lin. ft.	18" Concrete Pipe	2.00	600.00
300	lin. ft.	24" Concrete Pipe	3.00	900.00
90	lin. ft.	36" Concrete Pipe	6.00	540.00
4,000	cu. yds.	Riprap	2.00	8,000.00
80	only	Wood Sight Posts	2.00	160.00
35,000	cu. yds.	Pit-run Gravel Base	.70	24,500.00
6,300	cu. yds.	3/4" - 0" Material in Leveling Course	1.80	11,340.00
1,200	cu. yds.	Filler	.40	480.00
1,200	yd. mi.	Hauling Filler	.12	144.00
1,350	M-gals.	Sprinkling	1.50	2,025.00
5.23	miles	Preparation of Base	100.00	523.00
1,600	cu. yds.	Mineral Aggregate in Place	2.50	4,000.00
124	tons	RC-3 Asphalt in Binder Course	21.00	2,604.00
94	tons	SC-6 Road Oil in Place	20.00	1,880.00
146	tons	Light Tar in Binder Course	18.00	(Alternate)
112	tons	Heavy Tar in Place	17.00	(Alternate)
		Subtotal		$ 88,842.00
		10% Engr. & Cont.		8,884.20
		Total		$ 97,726.20

BRIDGES

(Sta. 365+05 to 356+30)

315	lin. ft.	Furnish Treated Piles	$ .75	$ 236.25
10	only	Drive Treated Piles	10.00	100.00
6.2	M-FBM	Treated Lumber	100.00	620.00
6	cu. yds.	Class "A" Concrete	22.00	132.00
64	lin. ft.	Concrete Handrail	5.00	320.00
3,500	lbs.	Metal Reinforcement	.05	175.00
				$ 1,583.25

(Sta. 401+17 to 402+51)

1,285	lin. ft.	Furnish Treated Piles	$ .75	$ 963.75
35	only	Drive Treated Piles	10.00	350.00
26.8	M-FBM	Treated Lumber	100.00	2,680.00
82	cu. yds.	Class "A" Concrete	22.00	1,804.00
284	lin. ft.	Concrete Handrail	5.00	1,420.00
17,800	lbs.	Metal Reinforcement	.05	890.00
80	lbs.	Copper Water Stop	5.00	400.00
				$ 8,507.75

(Sta. 453+00 to 454+52)

1,510	lin. ft.	Furnish Treated Piling	$ .75	$ 1,132.50
45	only	Drive Treated Piling	10.00	450.00
25.8	M-FBM	Treated Lumber	100.00	2,580.00
93	cu. yds.	Class "A" Concrete	22.00	2,046.00
320	lin. ft.	Concrete Handrail	5.00	1,600.00
19,700	lbs.	Metal Reinforcement	.05	985.00
120	lbs.	Copper Water Stop	5.00	600.00
				$ 9.393.50

(Sta. 497+00 to 497+57)

630	lin. ft.	Furnish Treated Piling	$ .75	$ 472.50
20	only	Drive Treated Piling	10.00	200.00
11.4	M-FBM	Treated Lumber	100.00	1,140.00
37	cu. yds.	Class "A" Concrete	22.00	814.00
130	lin. ft.	Concrete Handrail	5.00	650.00
7,600	lbs.	Metal Reinforcement	.05	380.00
40	lbs.	Copper Water Stop	5.00	200.00
				$ 3.856.50

(Sta. 508+00 to 509+33)

1,260	lin. ft.	Furnish Treated Piling	$ .75	$ 945.00
40	only	Drive Treated Piling	10.00	400.00
23.8	M-FBM	Treated Lumber	100.00	2,380.00
82	cu. yds.	Class "A" Concrete	22.00	1,804.00
282	lin. ft.	Concrete Handrail	5.00	1,410.00
17,400	lbs.	Metal Reinforcement	.05	870.00
120	lbs.	Copper Water Stop	5.00	600.00
				$ 8,409.00

Subtotal	$31,750.00
10% Engr. & Cont.	3,175.00
Total	$34,925.00

Length of Roadway	5.212 miles
Length of Bridges	.110 mile
Total Length	5.322 miles
Cost per mile, Roadway	$ 18,750.23

Note: Oiling not to be constructed across bridges.

SUMMARY OF FUNDS REQUESTED

Item	Total Cost	FAS Funds	Other Gov't Funds	State Funds
Roadway	$97,726.20	$30,566.00	$47,618.00	$19,542.20
Bridge	34,925.00	10,924.00	17,018.00	6,983.00
	$132,651.20	$41,490.00	$64,636.00	$26,525.20

FEDERAL WORKS AGENCY
PUBLIC ROADS ADMINISTRATION
DISTRICT ONE

MONTANA
OREGON
WASHINGTON

POST OFFICE BUILDING
PORTLAND, OREGON

JUL 5 - 1940

July 3, 1940

Mr. R. H. Baldock
State Highway Engineer
Salem, Oregon

Dear Sir:

P.S.& E. documents for Oregon Federal Aid Secondary Project No. FAS 234-D (1), the Veneta-Fisher Road Section of the Eugene-Veneta Road, have today been recommended for approval, subject to final review and approval by the Commissioner of Public Roads. This is your authority to advertise for bids.

Concurrence in award will be withheld pending approval of the project statement and also obtaining of right of way.

It has been necessary to reduce the amount of Federal Aid Secondary funds requested to $37,000, which is the total remaining unobligated funds of the 1940 program.

The length of the bridges has been decreased on the estimate to .095 miles and the length of the roadway has been increased to 5.227 miles to agree with the plans.

Very truly yours,

W. H. LYNCH
District Engineer

By F E Andrews
F. E. Andrews
Sr. Highway Engineer

RECEIVED
JUL 2 1940
FOR FILING
[illegible]
Drainage & Flood [illegible]
[illegible]

Salem
July 1, 1940

Agreements re proposed project
on Route "F", west of Eugene

Major C. R. Moore, District Engineer
U. S. Engineer Corps
Pittock Block
Portland, Oregon

Dear Sir:

With reference to the proposed project on Route "F", across the Fern Ridge Reservoir west of Eugene:

The Highway Commission desires to call for bids to be opened for this project on July 18, and, if satisfactory bids are received, to award the contract.

An agreement between the U. S. Army Engineer Corps and Lane County is now being prepared in your office, setting forth the things agreed upon between the county and Government, and until this agreement has been agreed upon and executed by the county, the State Highway Commission is unable to prepare an agreement by and between the State Highway Commission and Lane County.

If it is possible, we would appreciate early preparation of the agreement between the U. S. Government and Lane County, in order that all papers may be completed by the time the bids are opened. We would also appreciate the receipt of a copy of the proposed agreement between the Government and the county, so that we can prepare an agreement to be executed by Lane County and the Highway Commission.

Very truly yours,

R. H. Baldock
State Highway Engineer

June 26, 1940

Mr. W. H. Lynch
District Engineer
Public Roads Administration
Post Office Box 3900
Portland, Oregon

Dear Sir:

Herewith are enclosed seven copies of estimate and three copies of right of way statement for the Veneta-Fisher Road Section, Project No. FAS 234-D (1).

Five bid proposals and five sets of blueprint plans are being sent under separate cover.

The U. S. War Department is cooperating in the cost of this project between Station 339 and 580. The agreement between them and the county has not been completed, but it is proposed that the amount of cooperation will be determined by the quantities of work between the above stations extended at the contract unit prices.

Your attention is called to the specification which permits the elimination of the item of riprap in the contract, which provision was included at the request of the War Department to permit them to make other arrangements for performing this portion of the work, if in their opinion a savings in cost could be effected.

The exact amount of the War Department's cooperation will be determined before submission of the agreement estimate.

Very truly yours,

R. H. BALDOCK
State Highway Engineer

By

S. H. Probert
Office Engineer

Dict. by J. W. Nash/ME

Encl.

Oregon State Highway Department

Federal Aid Secondary
Project No. FAS 734-D (1)

VENETA-FISHER ROAD SECTION OF THE
EUGENE-VENETA HIGHWAY IN LANE COUNTY

(Estimate to accompany plans and specifications. Not as basis for project agreement.)

Salem, Oregon, June 26, 1940

ROADWAY

All Required		Clearing and Grubbing		$ 1,500.00
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148,000	cu. yds.	Excavation, Single Classif.	.18	26,640.00
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11,000	yd. mi.	Truck Haul	.10	1,100.00
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(Sta. 365+05 to 366+30)

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Bridges	34,925.00	10,924.00	17,018.00	6,983.00
	$ 132,651.20	$ 41,490.00	$ 64,636.00	$ 26,525.20

June 24, 1940

Major C. R. Moore
District Engineer
U. S. Engineers
628 Pittock Block
Portland, Oregon

Dear Sir:

In order to further complete the understanding with reference to the construction of Route "F" across the Fern Ridge Reservoir, we wish to make inquiries and suggestions as follows:

1. It will be necessary to reach agreement on the prices at which payment is to be allowed to Lane County for the estimated quantities of "Lumber" and "Piling." We are agreeable to using prices as follows:
Lumber- - - - $60.00 per MBM
Piling- - - - 0.60 per lin. ft.
Do these prices meet with your approval?

2. A price should be quoted by your Department, either now or at some other time before our bids are received, as the price at which your Department will furnish and place riprap. The understanding would be then that the contractor will place the riprap if his price is lower than yours, and that you will place the riprap if his price is higher than yours.

3. If the riprap is to be placed by your Department, will you want us to make payment to you so that the item can be included in the payment to the County, the same as contract items, or will you wish to completely eliminate the item from the agreement and to assume

its cost regardless of overrun or underrun in quantity, or will you wish to handle it in some other manner? Either of the two methods mentioned is acceptable to us.

4. In the estimates furnished you, the clearing and grubbing is shown on an acreage basis. However, our practice in connection with clearing and grubbing is to have the contractor bid a lump sum amount. We propose, therefore, to ask for a lump sum bid on "clearing and grubbing between Stations 339 and 580" and a separate lump sum bid for "clearing and grubbing on other portions of the project." The amount to be paid to the County on the clearing and grubbing item would then be the lump sum amount bid for the item "clearing and grubbing between Stations 339 and 580." We believe that this is in accord with the intent of our arrangement with you, and it will simplify matters for us over having to receive bids and make settlement with the contractor on an acreage basis.

We will appreciate an expression from you in regard to the above mentioned matters. We would like, also, to receive a copy of your agreement with Lane County when available.

Very truly yours,

R. H. Baldock
State Highway Engineer

June 21, 1940

Mr. J. M. Devers
Attorney
Office

Dear Sir:

In connection with the construction of the Veneta-Fisher Road Section of the county road between Veneta and Eugene, which section crosses the site of the Fern Ridge Flood Control Reservoir which the Federal Government, through its War Department, is now constructing, we will require an agreement with Lane County relative to the payment of certain moneys to the State. I will appreciate your preparing this agreement and, with that in view, I am supplying the following information.

1. Name of Section: Veneta-Fisher Road Section.
2. Name of Road: Veneta-Eugene County Road.
3. Length of Section: 5.3 miles.
4. Termini of Section: Veneta east to junction of Fisher Road with Veneta-Eugene Road.
5. Kind of Work: Grading, construction of bridges, surfacing and oiling.
6. Estimated Cost: $130,000.
7. Manner of Performance: By contract to be let by Highway Commission. Bids planned to be received about July 18, 1940.
8. Payment for Work: Work will be paid for in first instance by Highway Commission. Lane County will cooperate by payment to the State of the amount received by the County from the Federal Government for the right to permanently close and flood the portion of the Elmira County Road which is within the Fern Ridge Reservoir at a location about one mile north of the location at which the Veneta-Eugene Road crosses the reservoir. The amount to be received by the County is expected to be in the neighborhood of $65,000 or $70,000.

9. Time County Is to Make Payment: County will make its payment to the State within thirty days after it receives payment from the Federal Government.

10. County's Agreement With Federal Government: An agreement is being entered into between Lane County and the Federal Government, which agreement will, presumably, set forth the manner in which the amount to be paid the County is to be computed and when the payment is to be made.

11. Amount of Federal Payment to County: The amount to be paid to the County by the Federal Government is to be determined from the following estimate of the quantities which the War Department has agreed should be paid for by it:

	Item	Quantity	
1.	Clearing and Grubbing	6 acres	
2.	Trench Excavation	95 cu. yds.	
3.	Overhaul	7,010 sta. yds.	
4.	Excavation	96,483 cu. yds.	
5.	Finishing Roadbed	4.56 miles	
6.	18" Culvert Pipes	300 lin. ft.	
7.	24" Culvert Pipes	140 lin. ft.	
8.	36" Culvert Pipes	70 lin. ft.	
9.	Riprap	3,312 cu. yds.	
10.	Roadbed Topping - pit-run	16,780 cu. yds.	
11.	Hauling Roadbed Topping	68,800 yd. mi.	
12.	3/4" - 0" Leveling Course	2,670 cu. yds.	
13.	Filler	420 cu. yds.	
14.	Hauling Filler	420 yd. mi.	
15.	Sprinkling	780 M-gals.	
16.	Preparation of Base	4.56 mi.	
17.	Mineral Aggregate	1,300 cu. yds.	
18.	Asphalt	70 tons	
19.	Cutback	70 tons	
20.	Untreated Lumber in Bridges	81.5 MBM	60.
21.	Untreated Piling	3,244 lin. ft.	0.60

Items 1 to 8, and items 10 to 19, inclusive, of the above estimate will be extended at the prices bid for the corresponding items by the low bidder for the Veneta-Fisher Road Project. Item 9 will be extended at the price bid for riprap by the low bidder, or, if the riprap is placed by the War Department, it will be extended at a price to be agreed upon by the War Department and the County. Item 20 will be extended at a price of $60.00 per MBM and item 21 will be extended at a price of $0.60 per lin. ft. The total of the extensions made as above indicated, plus 10 per cent for engineering and contingent expense, is the amount to be paid the County and, also, the amount to be paid to the State by the County.

12. Plans: All construction work is to be done in accordance with plans prepared by the Highway Commission and approved by the War Department (U. S. Engineers).

Further and more detailed information will be provided, if needed.

Very truly yours,

R. H. Baldock
State Highway Engineer

cc to H. G. Smith
S. H. Probert

RECEIVED

FAS 234-2 1

FEDERAL WORKS AGENCY
PUBLIC ROADS ADMINISTRATION
DISTRICT ONE

MONTANA
OREGON
WASHINGTON

POST OFFICE BUILDING
PORTLAND, OREGON

June 19, 1940

STATE HI[illegible]

Mr. R. H. Baldock
State Highway Engineer
Salem, Oregon

Re: Veneta-Fisher Road Project
Oregon FAS 234

Dear Sir:

Reference is made to Mr. Probert's letter of June 17, 1940, enclosing proposed typical section showing borrow pits below the usual slope lines.

The requirement as to borrow is primarily a safety measure. Although topography may be such that fill slopes and the natural ground are below these slopes, we do not desire to make conditions worse by borrowing even though, as you say, it practically prohibits borrow alongside fills over five feet high.

The fact that the borrow pits would be under water seems an additional reason against them from a safety standpoint.

If we are to take any action requesting a prior approval of such a typical section, we must have details of the height of fill, length, width of the right of way which has been cleared, and of the extra cost of making the borrow by end haul or using additional right of way.

Very truly yours,

W H Lynch

W. H. LYNCH
District Engineer

June 17, 1940

Mr. W. H. Lynch
District Engineer
Public Roads Administration
P. O. Box 3900
Portland, Oregon

Dear Sir:

We are enclosing herewith a typical cross-section showing the side borrow excavation from which we plan to obtain materials for the embankment to be constructed across the flood control reservoir on the Veneta-Fisher Road Project (Project FAS 234).

If the interpretation which we have placed on the PRA ruling in regard to side borrow excavations is correct, the section which we propose does not conform with the ruling. However, we do not believe that it was the intention of the writer of the ruling to completely prohibit, as it practically does, all side borrow along embankments having heights greater than about five feet. There is possibility, also, that we are misinterpreting the ruling when we assume that the eight feet of 3:1 slope is to begin at the shoulder of the embankment. The ruling does not so state and might technically be construed as meaning that the 3:1 slope is to begin where the borrow excavation begins. It may even be that the ruling was not intended to apply to borrow alongside high fills, but was intended to apply only to roadbeds of turnpike section. It would be interesting to know exactly what the writer of the ruling had in mind.

The situation on the Veneta-Fisher Road Project is unusual in that the borrow pits will be underwater most, if not all, of the time, so that to such extent as the ruling was intended to be a beautification measure, the slope of the excavation is unimportant. As far as stability of construction and safety to traffic are concerned, we are very strongly of the opinion that the section which we propose, and which has been used in the preparing of field plans and estimates, is entirely adequate. To go farther from center line to obtain borrow materials would entail additional clearing expense as well as a higher price for the excavation item, the County having cleared with W. P. A. forces area sufficient to include the borrow excavations as we have planned them.

In view of the considerations above mentioned, we ask that you approve the borrow excavation cross-section as shown on the accompanying typical cross-section.

Very truly yours,

R. H. BALDOCK
State Highway Engineer

By

S. H. Probert
Office Engineer

SHP:ER

Encl.

COMMISSIONERS
HENRY F. CABELL, CHAIRMAN, PORTLAND
E. B. ALDRICH, PENDLETON
HURON W. CLOUGH, CANYONVILLE

H. B. GLAISYER, SECRETARY

R. H. BALDOCK
STATE HIGHWAY ENGINEER
SALEM
C. B. McCULLOUGH
ASSISTANT STATE HIGHWAY ENGINEER
SALEM

OREGON STATE HIGHWAY COMMISSION
SALEM

FAS 234-E-1

June 10, 1940

IN REPLY PLEASE REFER TO FILE NO.

Mr. W. M. Lynch
District Engineer
Public Roads Administration
P. O. Box 3900
Portland, Oregon

NOTED
Asst. State Highway Engineer

Dear Sir:

We have in our 1940 Secondary Highway Program a project on a county road in Lane County, which project is described in the program as extending from a point 2.2 miles east of Veneta to a point near Oak Hill, and as consisting of 3.8 miles of grading, surfacing and oiling. The estimated cost shown for this project is $62,000 and the amount shown as "federal funds requested" is $37,000.

It now develops that the U. S. War Department has undertaken the construction of a dam and reservoir for flood control purposes which will flood the section of existing road which this project will replace and will flood, also, to a depth of three or four feet, a part of the area through which the new project is to be constructed. Because of this situation, the War Department is now preparing an agreement with Lane County whereby the War Department will compensate the County in an amount expected to run between $60,000 and $65,000, with the understanding that the amount paid to the County will be applied on the project which we have referred to above as being in our 1940 Secondary Highway Program.

In order to fully satisfy all of the conditions involved, it will be necessary to extend the originally planned project and to include in it the construction of certain bridges. We request, therefore, that the program description for the project be changed to read as follows:

County- - - - - - - - - - Lane
F. A. Proj. No.- - - - - - - 234
F. A. Route No.- - - - - - - County Road

Termini - - From a point 0.8 mi. east of Veneta to a
point near Oak Hill.
Estimated Cost - - - $66,000 (Exclusive of approx.
$64,000 to be paid
by War Dept.)

Federal Funds Requested- $37,000
Kind of Work - - - - Bridges, grading, surfacing
and oiling
Length - - - - - - 5.3 miles
Name of Section - - - Veneta-Fisher Road

Copies of correspondence we have had with the War Department are being submitted for your information. You will note from that correspondence that the War Department has authorized the calling for bids.

As it will be advantageous to receive bids for the proposed project at a letting which we plan to hold on July 18, we would appreciate receiving approval of the procedure which we have outlined, as promptly as possible.

If any further information is desired in advance of the submitting of the P. S. & E., please advise. It does not appear possible to submit copies of the agreements between the War Department and Lane County, and between Lane County and the State, prior to the awarding of the contract, but copies of them can be supplied before the project agreement is entered into.

Very truly yours,

R. H. Baldock
State Highway Engineer

COPY

Claims
Drainage & Flood Control
Willamette River

In Your Reply Refer to

File 7408/2(F.R.)-21.

WAR DEPARTMENT

Office of the District Engineer

Portland District

628 Pittock Block

Portland, Oregon

June 6, 1940.

Mr. R. H. Baldock
State Highway Engineer
Oregon State Highway Commission
Salem, Oregon

Dear Sir:

With further reference to your letter of May 16 and my reply of May 27, 1940, regarding the proposed joint construction of Route F across the Fern Ridge Reservoir I am in receipt of Lane County's approval of the procedure as set forth in the above mentioned correspondence. You may, therefore, proceed with the preparation of the necessary plans and specifications and advertise for bids for the work.

A formal agreement between the War Department and Lane County is now being prepared. This agreement will provide for the payment by the Government of an amount to be determined as outlined in the above mentioned correspondence. It is understood that the State Highway Commission and Lane County will enter into another agreement whereby the County will contribute this payment toward the construction of Route F. It is anticipated that the execution and approval of the agreement between the War Department and Lane County will require several months time, after which the payment can be made.

Very truly yours,

C. R. Moore (Sgd)

Major, Corps of Engineers,
District Engineer.

C
O
P
Y

In Your Reply Refer to
File 7408/2(F.R.)-21

WAR DEPARTMENT

Office of the District Engineer

Portland District

628 Pittock Block

Portland, Oregon

May 27, 1940

Mr. R. H. Baldock,
State Highway Engineer,
Oregon State Highway Commission,
Salem, Oregon.

Dear Sir:

Receipt is acknowledged of your letter of May 16, 1940, in which you summarize the procedure to be followed in the construction of Route F across the Fern Ridge reservoir as a replacement of Lane County Highway No. 12 in said reservoir. The procedure as stated in your letter is in accordance with the agreement reached with Lane County at the conference on May 1, 1940.

The estimated quantities for estimate B as contained in your letter are approved. The Government will pay to Lane County a sum based on the contract prices for the quantities under estimate B plus 10%. In return for this payment the Government will secure from Lane County that portion of its highway No. 12 lying within the Fern Ridge reservoir. This agreement is, of course, subject to approval by Lane County.

It occurs to me that the 3,312 cubic yards of riprap to be provided may not be easily procurable by your highway contractor and an exorbitant bid for this item may be received. I suggest, therefore, that you set up this item in your bidding schedule as an optional item. In case the low bidder submits an exorbitant bid for the riprap, I would like to consider the furnishing and placing of this riprap by the Government. I believe also that award of the contract for the entire project should be subject to the approval of this office as a matter of form. I do not anticipate that this office will have any objection to the award as you would normally make it.

I understand that you intend to advertise this work during July 1940, and that the grading will be completed this fall and the surfacing completed during the spring of 1941. This program will be satisfactory as present plans do not contemplate storing water in the Fern Ridge reservoir prior to the fall of 1941. The existing County Highway No. 12 need not be abandoned until the storing of water in the reservoir is started.

I am writing the County Judge of Lane County setting forth the above procedure for the County's approval. Upon my receipt of Lane County's approval of the above procedure I shall inform you further whereupon you may proceed with the advertising of the work.

The cooperation of yourself and other officials of the Highway Department in working out the solution of this problem is indeed appreciated by me.

Very truly yours,

C. R. Moore (Sgd)

C. R. Moore,
Major, Corps of Engineers,
District Engineer.

COMMISSIONERS
HENRY F. CABELL, CHAIRMAN, PORTLAND
E. B. ALDRICH, PENDLETON
HURON W. CLOUGH, CANYONVILLE
H. B. GLAISYER, SECRETARY

R. H. BALDOCK
STATE HIGHWAY ENGINEER
SALEM
C. B. McCULLOUGH
ASSISTANT STATE HIGHWAY ENGINEER
SALEM
J. M. DEVERS
ATTORNEY
SALEM

OREGON STATE HIGHWAY COMMISSION
SALEM

May 16, 1940

REFER TO FILE NO.
IN REPLY PLEASE

Major C. R. Moore
District Engineer
U. S. Engineers
628 Pittock Block
Portland, Oregon

Dear Sir:

As a result of the conference held in the county courthouse in Eugene on May 1, 1940, relative to the Fern Ridge Reservoir and its effect on the Elmira road, which conference was attended by representatives of the Federal Government, the State of Oregon, and Lane County, there was reached a basis on which a mutual agreement may be prepared and ultimately executed by the interested parties. For the purpose of putting in concrete form the matters discussed and the understandings reached at the conference, I offer the following statement:

1. The Government recognizes an obligation to Lane County with respect to the Elmira road which is a county road and which will be flooded when the Government's project is completed and in operation.

2. The State and the County contemplate the construction of a highway known as Route "F", which highway will be progressively constructed as and when funds are available.

3. All parties are in agreement that Route "F", if properly constructed, will serve not only the primary purpose of the route but will likewise furnish the service which the Elmira road is now furnishing.

4. The Government's financial obligation is measured by the cost of constructing a road conformable to the present standard of the Elmira road and putting it in a condition to serve the public when the Fern Ridge Reservoir is completed and in use.

5. The Government is willing to build a portion of Route "F" as a substitute for the Elmira road.

6. The State contemplates in the construction of Route "F" the employment of higher standards, wider roadbed and a greater length of highway than will be necessary to meet the Government's obligation.

Having in mind the foregoing items and factors, it was the consensus and the mutual understanding of the interested parties that:

1. The State and County engineers, in cooperation with the Government's engineers, have prepared two estimates of quantities for the construction of a section of road on Route "F", which section extends from Highway Station 339, which is a point on the Fisher Road, westerly to Station 580, which is a point about 0.8 mile east of Veneta and opposite the angle in the Elmira road which angle is near the southeast corner of Section 30, Township 17 South, Range 5 West. These estimates both contemplate the same alignment and grade and the same standards of construction in all respects, except that Estimate "A" contemplates the use of a 34-foot roadbed and treated timber bridges, while Estimate "B" contemplates the use of a 24-foot roadbed and untreated timber bridges. Likewise, Estimate "A" contemplates a 22-foot width of oiled surface, whereas Estimate "B" contemplates an 18-foot oiled surface. Likewise, Estimate "A" contemplates the provision of a gravel base covering the entire roadbed width and consisting of ten inches of pit-run gravel and two inches of 1" - 0" crushed gravel, the top of the gravel base to be 4 feet narrower than the bottom, and Estimate "B" contemplates the placing of a pit-run gravel base of 10" compacted thickness, trench sections 18' in width covered by 2" of 1" - 0" crushed gravel. Both estimates contemplate (a) a subgrade elevation of 376.5, (b) the provision of adequate riprap protection, and (c) the provision of an oil mat wearing surface of the following specification:

a. General Details:

Thickness of oil mat - - - - - - ½-inch
Number of courses - - - - - - - Two
Kind of bituminous cement- - - Prime Course RC-3
Main Course SC-6

b. Order and Rates of Spreading:

1. Prime Course:

Spread bituminous cement - - 0.350 gal. per sq. yd.
Cover with windrowed material preserved from the grading or sweepings or leave uncovered until dry.

2. Main Course:

Spread bituminous cement - - 0.325 gal. per sq. yd.
Spread 3/4" - ½" aggregate - 0.008 cu. yd. per sq. yd.
Spread ½" - ¼" aggregate - 0.004 cu. yd. per sq. yd.
Spread ¼" - 0" aggregate - 0.003 cu. yd. per sq. yd.

c. Total Quantities (Exclusive of Binder Course):

Bituminous cement - - - - - - - - 0.675 gal. per sq. yd.
Aggregates- - - - - - - - - - - - - 0.015 cu. yd. per sq. yd.

It is the belief of all parties that the specifications as given for Estimate "B" will build a facility conformable in all respects to the present Elmira road. The following are the two estimates referred to above:

Estimate "A"

Class 50 M 34' Roadbed Stations 339 to 580

Item	Quantity
Clearing and Grubbing	6 acres
Trench Excavation	150 cu. yd.
Excavation, Single Classification	128,000 " "
Overhaul	54,600 yd. sta.
Truck haul	6,850 yd. mi.
Finishing Roadbed and Slopes	4.56 mile
Rounding Cutbanks	2,860 lin. ft.
18" Culvert Pipe	330 " "
24" " "	175 " "
36" " "	92 " "
Riprap in Place	3,312 cu. yd.
Roadbed Topping - pit-run	29,800 " "
Hauling Roadbed Topping	122,700 yd. mi.
3/4"-0" Leveling Course, in place	4,200 cu. yd.
3/4"-0" Shoulder Material, in place	1,440 " "
Filler	570 " "
Hauling Filler	570 yd. mi.
Sprinkling	1,060 M-gal.
Preparation of Base	4.56 mile
Mineral Aggregates in place	1,590 cu. yd.
Asphalt in place	86.0 tons
Emulsified or Cutback Asphalt in place	86.0 tons
Bridges	508 lin. ft.

Estimate "B"

24' Roadbed Stations 339 to 580

Item	Quantity		
Clearing and Grubbing	6 acres		
Trench Excavation	95 cu. yds.		
Overhaul	7,010 sta. yds.		
Excavation	96,483 cu. yds.		
Finishing Roadbed	4.56 miles		
18" Culvert Pipes	300 lin. ft.		
24" " "	140 " "		
36" " "	70 " "		
Riprap	3,312 cu. yds.		
Roadbed Topping - pit run	16,780 " "		
Hauling Roadbed Topping	68,800 yd. mi.		
3/4" - 0" Leveling Course	2,670 cu. yds.		
Filler	420 " "		
Hauling Filler	420 yd. mi.		
Sprinkling	780 M-gals.		
Preparation of Base	4.56 mi.		
Mineral Aggregate	1,300 cu. yds.		
Asphalt	70 tons		
Cutback	70 "		
Bridges	81.5 MBM	$60.00	$4,890.00
Untreated Piling	3,244 lin. ft.	.60	1,946.40

2. The State shall call for bids for the improvement of said section of road (Stations 339 to 580), using as a basis for such bids the quantities given in said Estimate "A", and, if a satisfactory bid is received, will award a contract for the construction of said section on the basis contemplated in Estimate "A".

3. If a contract is awarded as above indicated, the Federal Government will contribute toward the cost of the project a sum of money, the amount of which shall be determined as follows:

a. The quantities listed in Estimate "B", with the exception only of the bridge quantities, shall be extended at the unit bid prices upon which the said contract will be awarded.

b. The bridge quantities listed in Estimate "B" shall be extended at unit prices to be agreed upon between the State and County engineers and the engineers of the Federal Government, which prices shall represent fair contract prices for the items involved.

c. The sum of the totals of the extensions mentioned in paragraphs a and b above, plus 10% for engineering and contingencies, shall be the amount to be contributed by the Federal Government.

4. The contribution to be made by the Government toward the construction of Route "F" in lieu of the Elmira road is understood to be in discharge of an obligation to Lane County, and when the Government's payment is made, it may be made to Lane County upon such condition as the Government may require with respect to a release from further obligation with respect to the Elmira road, and Lane County shall then make such sum of money available to the State for the construction of Route "F".

If the above statement in your opinion covers our mutual understanding as reached at the conference, will you so advise us. If in any particular these statements do not conform to your understanding, please note the corrections that you want made. The purpose of this statement is merely to get in concrete form the items and things we discussed.

Yours very truly,

R. H. Baldock
State Highway Engineer

RHB:HI

ADDRESS REPLY TO
THE DISTRICT ENGINEER

WAR DEPARTMENT
OFFICE OF THE DISTRICT ENGINEER
PORTLAND DISTRICT
528 PITTOCK BLOCK
PORTLAND, OREGON

IN YOUR REPLY REFER TO
FILE 7408/2(F.R.)-21.

June 6, 1940.

Mr. R. H. Baldock, State Highway Engineer,
Oregon State Highway Commission,
Salem, Oregon.

Dear Sir:

With further reference to your letter of May 16 and my reply of May 27, 1940, regarding the proposed joint construction of Route F across the Fern Ridge Reservoir I am in receipt of Lane County's approval of the procedure as set forth in the above mentioned correspondence. You may, therefore, proceed with the preparation of the necessary plans and specifications and advertise for bids for the work.

A formal agreement between the War Department and Lane County is now being prepared. This agreement will provide for the payment by the Government of an amount to be determined as outlined in the above mentioned correspondence. It is understood that the State Highway Commission and Lane County will enter into another agreement whereby the County will contribute this payment toward the construction of Route F. It is anticipated that the execution and approval of the agreement between the War Department and Lane County will require several months time, after which the payment can be made.

Very truly yours,

CRMoore
C. R. Moore,
Major, Corps of Engineers,
District Engineer.

REFERRED TO RHB
By Asst. State Highway Engineer

W

P. M. MORSE, County Engineer

CERTIFICATE NO. 253

LANE COUNTY, OREGON

County Surveyor's Office
Eugene, Oregon

[illegible]
Drainage & Flood Control
Willamette River

June 1, 1940

RECEIVED
OREGON
STATE HIGHWAY COMMISSION

Mr R. H. Baldock
State Highway Engineer.
Salem Oregon

REFERRED TO RHB
By Asst. State Highway Engineer

NOTED
State Highway Engineer

Dear Sir:

Here with copy of letter received by the County Court & turned over to me this morning.

I believe it will be all right for the Court to write Major Moore their approval. If you think we should make any reservations will you call us Monday.

Yours truly
P. M. Morse

Noted
RHB

file

WAR DEPARTMENT

Office of the District Engineer
Portland District
628 Pittock Block
Portland, Oregon.

May 27, 1940 File: 7408/2(FR)-21.

Lane County Court,
Eugene, Oregon.

Gentlemen:

In accordance with the agreement reached between the Lane County Court, the Oregon State Highway Commission, and this office at the meeting in Eugene on May 1, 1940, relative to the relocation of County Highway Market Road #12 in the Fern Ridge reservoir, engineers of this office and of the State Highway Commission have agreed upon the estimated quantities required to construct a road on the alignment of Route F which will be equivalent to the existing County Road #12. There is inclosed a tabulation of these quantities. It is understood that the State Highway Commission will take bids for the construction of Route F and that after the contract is awarded, the quantities on the inclosed statement will be extended at the contract unit prices and the amount so determined including the amount shown on the inclosed statement for untreated timber and piling for bridges and including 10% for engineering and supervision, will be paid to Lane County by the Government. In addition to this payment by the Government, the Government will relocate Market Road #11 from the Elmira-Cheshire Road (secondary State Highway #155) eastwardly below the dam to a connection with the existing road at the east end of the dam. The Government will also raise the Inman Road (County Road #1) at two locations where it lies below the maximum reservoir pool.

Upon payment of the above mentioned sum to Lane County and after performance of the above changes by the Government, it is understood that Lane County will take the necessary action to vacate and abandon all of its roads lying within the Fern Ridge reservoir area and will convey to the Government all its rights, titles and interests in and to the abandoned portions without further cost to the Government. I believe this procedure is in accordance with the understanding reached by us at the conference above referred to. It is requested that you confirm this understanding.

It will be necessary to enter into a formal agreement between Lane County and the War Department covering the above work. Upon receipt of your approval of the above procedure, I will prepare a draft of an agreement and submit it to you for your approval.

Very truly yours,

C. R. Moore,
Major, Corps of Engineers,
District Engineer

1 Incl:
Tabulation.

ADDRESS REPLY TO
THE DISTRICT ENGINEER

WAR DEPARTMENT
OFFICE OF THE DISTRICT ENGINEER
PORTLAND DISTRICT
628 PITTOCK BLOCK
PORTLAND, OREGON

IN YOUR REPLY REFER TO
FILE 7408/2(F.R.)-21

May 27, 1940.

REFERRED TO
By Asst. State Highway Engineer

Mr. R. H. Baldock,
State Highway Engineer,
Oregon State Highway Commission,
Salem, Oregon.

Dear Sir:

Receipt is acknowledged of your letter of May 16, 1940, in which you summarize the procedure to be followed in the construction of Route F across the Fern Ridge reservoir as a replacement of Lane County Highway No. 12 in said reservoir. The procedure as stated in your letter is in accordance with the agreement reached with Lane County at the conference on May 1, 1940.

The estimated quantities for estimate B as contained in your letter are approved. The Government will pay to Lane County a sum based on the contract prices for the quantities under estimate B plus 10%. In return for this payment the Government will secure from Lane County that portion of its highway No. 12 lying within the Fern Ridge reservoir. This agreement is, of course, subject to approval by Lane County.

It occurs to me that the 3,312 cubic yards of riprap to be provided may not be easily procurable by your highway contractor and an exorbitant bid for this item may be received. I suggest, therefore, that you set up this item in your bidding schedule as an optional item. In case the low bidder submits an exorbitant bid for the riprap, I would like to consider the furnishing and placing of this riprap by the Government. I believe also that award of the contract for the entire project should be subject to the approval of this office as a matter of form. I do not anticipate that this office will have any objection to the award as you would normally make it.

I understand that you intend to advertise this work during July 1940, and that the grading will be completed this fall and the surfacing completed during the spring of 1941. This program will be satisfactory as present plans do not contemplate storing water in the Fern Ridge reservoir prior to the fall of 1941. The existing County Highway No. 12 need not be abandoned until the storing of water in the reservoir is started.

I am writing the County Judge of Lane County setting forth the above procedure for the County's approval. Upon my receipt of Lane County's approval of the above procedure I shall inform you further whereupon you may proceed with the advertising of the work.

The cooperation of yourself and other officials of the Highway Department in working out the solution of this problem is indeed appreciated by me.

Very truly yours,

C R Moore

C. R. Moore,
Major, Corps of Engineers,
District Engineer.

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May 16, 1940

Major C. R. Moore
District Engineer
U. S. Engineers
628 Pittock Block
Portland, Oregon

Dear Sir:

As a result of the conference held in the county courthouse in Eugene on May 1, 1940, relative to the Fern Ridge Reservoir and its effect on the Elmira road, which conference was attended by representatives of the Federal Government, the State of Oregon, and Lane County, there was reached a basis on which a mutual agreement may be prepared and ultimately executed by the interested parties. For the purpose of putting in concrete form the matters discussed and the understandings reached at the conference, I offer the following statement:

1. The Government recognizes an obligation to Lane County with respect to the Elmira road which is a county road and which will be flooded when the Government's project is completed and in operation.

2. The State and the County contemplate the construction of a highway known as Route "F", which highway will be progressively constructed as and when funds are available.

3. All parties are in agreement that Route "F", if properly constructed, will serve not only the primary purpose of the route but will likewise furnish the service which the Elmira road is now furnishing.

4. The Government's financial obligation is measured by the cost of constructing a road conformable to the present standard of the Elmira road and putting it in a condition to serve the public when the Fern Ridge Reservoir is completed and in use.

5. The Government is willing to build a portion of Route "F" as a substitute for the Elmira road.

6. The State contemplates in the construction of Route "F" the employment of higher standards, wider roadbed and a greater length of highway than will be necessary to meet the Government's obligation.

Having in mind the foregoing items and factors, it was the consensus and the mutual understanding of the interested parties that:

R

1. The State and County engineers, in cooperation with the Government's engineers, have prepared two estimates of quantities for the construction of a section of road on Route "Y", which section extends from Highway Station 339, which is a point on the Fisher Road, westerly to Station 580, which is a point about 0.8 mile east of Veneta and opposite the angle in the Elmira road which angle is near the southeast corner of Section 30, Township 17 South, Range 5 West. These estimates both contemplate the same alignment and grade and the same standards of construction in all respects, except that Estimate "A" contemplates the use of a 34-foot roadbed and treated timber bridges, while Estimate "B" contemplates the use of a 24-foot roadbed and untreated timber bridges. Likewise, Estimate "A" contemplates a 22-foot width of oiled surface, whereas Estimate "B" contemplates an 18-foot oiled surface. Likewise, Estimate "A" contemplates the provision of a gravel base covering the entire roadbed width and consisting of ten inches of pit-run gravel and two inches of 1" - 0" crushed gravel, the top of the gravel base to be 4 feet narrower than the bottom, and Estimate "B" contemplates the placing of a pit-run gravel base of 10" compacted thickness, trench sections 18' in width covered by 2" of 1" - 0" crushed gravel. Both estimates contemplate (a) a subgrade elevation of 376.6, (b) the provision of adequate riprap protection, and (c) the provision of an oil mat wearing surface of the following specification:

a. General Details:

Thickness of oil mat - - - - - - ½-inch
Number of courses - - - - - - - Two
Kind of bituminous cement - - Prime Course RC-3
Main Course SC-6

b. Order and Rates of Spreading:

1. Prime Course:

Spread bituminous cement - - 0.350 gal. per sq. yd.
Cover with windrowed material preserved from the grading or sweepings or leave uncovered until dry.

2. Main Course:

Spread bituminous cement - - 0.325 gal. per sq. yd.
Spread 3/4" - ½" aggregate - 0.008 cu. yd. per sq. yd.
Spread ½" - 1/4" aggregate - 0.004 cu. yd. per sq. yd.
Spread 1/4" - 0" aggregate - 0.003 cu. yd. per sq. yd.

c. Total Quantities (exclusive of Binder Course):

Bituminous cement - - - - - - - 0.675 gal. per sq. yd.
Aggregates - - - - - - - - - - - 0.015 cu. yd. per sq. yd.

It is the belief of all parties that the specifications as given for Estimate "B" will build a facility conformable in all respects to the present Elmira road. The following are the two estimates referred to above:

Estimate "A"

Class 50 M 34' Roadbed Stations 339 to 380

Item	Quantity	
Clearing and Grubbing	6	acres
Trench Excavation	150	cu. yd.
Excavation, Single Classification	128,000	" "
Overhaul	54,600	yd. sta.
Truck haul	6,850	yd. mi.
Finishing Roadbed and Slopes	4.56	mile
Rounding Outbanks	2,860	lin. ft.
18" Culvert Pipe	330	" "
24" " "	175	" "
36" " "	92	" "
Riprap in Place	3,312	cu. yd.
Roadbed Topping - pit-run	29,800	" "
Hauling Roadbed Topping	122,700	yd. mi.
3/4"-0" Leveling Course, in place	4,200	cu. yd.
3/4"-0" Shoulder Material, in place	1,440	" "
Filler	570	" "
Hauling Filler	570	yd. mi.
Sprinkling	1,060	M-gal.
Preparation of Base	4.56	mile
Mineral Aggregates in place	1,590	cu. yd.
Asphalt in place	86.0	tons
Emulsified or Outback Asphalt in place	86.0	tons
Bridges	508	lin. ft.

Estimate "B"

24' Roadbed Stations 339 to 380

Item	Quantity			
Clearing and Grubbing	6	acres		
Trench Excavation	95	cu. yds.		
Overhaul	7,010	sta. yds.		
Excavation	96,483	cu. yds.		
Finishing Roadbed	4.56	miles		
18" Culvert Pipes	300	lin. ft.		
24" " "	140	" "		
36" " "	70	" "		
Riprap	3,312	cu.yds.		
Roadbed Topping - pit run	16,780	" "		
Hauling Roadbed Topping	68,800	yd. mi.		
3/4" - 0" Leveling Course	2,670	cu.yds.		
Filler	420	" "		
Hauling Filler	420	yd. mi.		
Sprinkling	780	M-gals.		
Preparation of Base	4.56	mi.		
Mineral Aggregate	1,300	cu. yds.		
Asphalt	70	tons		
Outback	70	"		
Bridges	81.5	MBM	$60.00	$4,890.00
Untreated Piling	3,244	lin. ft.	.60	1,946.40

2. The State shall call for bids for the improvement of said section of road (Stations 339 to 500), using as a basis for such bids the quantities given in said Estimate "A", and, if a satisfactory bid is received, will award a contract for the construction of said section on the basis contemplated in Estimate "A".

3. If a contract is awarded as above indicated, the Federal Government will contribute toward the cost of the project a sum of money, the amount of which shall be determined as follows:

a. The quantities listed in Estimate "B", with the exception only of the bridge quantities, shall be extended at the unit bid prices upon which the said contract will be awarded.

b. The bridge quantities listed in Estimate "B" shall be extended at unit prices to be agreed upon between the State and County engineers and the engineers of the Federal Government, which prices shall represent fair contract prices for the items involved.

c. The sum of the totals of the extensions mentioned in paragraphs a and b above, plus 10% for engineering and contingencies, shall be the amount to be contributed by the Federal Government.

4. The contribution to be made by the Government toward the construction of Route "F" in lieu of the Elmira road is understood to be in discharge of an obligation to Lane County, and when the Government's payment is made, it may be made to Lane County upon such condition as the Government may require with respect to a release from further obligation with respect to the Elmira road, and Lane County shall then make such sum of money available to the State for the construction of Route "F".

If the above statement in your opinion covers our mutual understanding as reached at the conference, will you so advise us. If in any particular these statements do not conform to your understanding, please note the corrections that you want made. The purpose of this statement is merely to get in concrete form the items and things we discussed.

Yours very truly,

R. H. Baldock
State Highway Engineer

RHB:HI

CONTRACT # [redacted] 2349

FAGM 70-A-1 Nyssa Undercrossing Sec., 1940
Old Oregon Trail Hwy.
#2349

WPGM-F[illegible] 70-A-1

FEDERAL WORKS AGENCY
PUBLIC ROADS ADMINISTRATION
DISTRICT ONE

MONTANA
OREGON
WASHINGTON

POST OFFICE BUILDING
PORTLAND, OREGON

January 4, 1944

Mr. R. H. Baldock
State Highway Engineer
Salem, Oregon

Dear Sir:

Reference is made to Mr. Paxson's letter of December 3, 1943, in reply to our letter of November 13, 1942, relative to exceptions taken by our auditors to certain items in the bill for work done by the Union Pacific Company on the grade separation project at Nyssa, Oregon, WPGM-FAGM 70-A(1)(Off).

After waiting nine months and not receiving a reply to our letter of November 13, 1942, we forwarded the final voucher for payment on August 16, 1943. In view of the fact that this final voucher is now in process of payment we doubt very much the wisdom of reopening this project and recalling the papers at this late date. We are therefore taking no further action.

Very truly yours,

W H Lynch
W. H. LYNCH
District Engineer

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JAN 5 1944
OREGON
STATE HIGHWAY COMMISSION

FAGM 70-A-1

FEDERAL WORKS AGENCY
PUBLIC ROADS ADMINISTRATION
DISTRICT ONE

MONTANA
OREGON
WASHINGTON

POST OFFICE BUILDING
PORTLAND, OREGON

FOR FILING

July 10, 1943

Mr. R. H. Baldock
State Highway Engineer
Salem, Oregon

Dear Sir:

Reference is made to our letter of February 8 concerning the railroad bills on Oregon Federal Aid Grade Crossing Project No. FAGM 70-A(1)(Off), the Nyssa Undercrossing.

Over five months have elapsed since that date. Unless we hear from you very shortly we will forward the final voucher received here September 3, 1942, recommending deduction of all the mentioned items from the participating base.

Very truly yours,

W H Lynch
W. H. LYNCH
District Engineer

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Stencil No, 124

FEDERAL WORKS AGENCY
PUBLIC ROADS ADMINISTRATION
DISTRICT ONE

MONTANA
OREGON
WASHINGTON

POST OFFICE BUILDING
PORTLAND, OREGON

February 8, 1943

[illegible]

Mr. R. H. Baldock
State Highway Engineer
Salem, Oregon

Oregon WPGM-FAGM 70-A (1)
Nyssa Undercrossing Section
Old Oregon Trail

Dear Sir:

We are forwarding herewith, for your files, an executed copy of the modified project agreement and certificate for the above-numbered project.

Very truly yours,

W. H. LYNCH
District Engineer

By

L. J. Caufield
Sr. Highway Engineer

Encl.

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FEB 9 - 1943
STATE HIGHWAY COMMISSION

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1-27-43

Section A(1)
Oregon Project No. WPGM-FAGM 70(off)

MODIFICATION OF PROJECT AGREEMENT

WHEREAS, by that certain project agreement signed on March 14, 1941 by The Oregon State Highway Commission, and on March 28, 1941 by the Federal Works Administrator, as amended by modification of project agreement signed on May 31, 1941 by the Oregon State Highway Commission, and on June 12, 1941 by the Federal Works Administrator, the said parties entered into an agreement for the improvement of that certain highway described therein and designated as Oregon Project No. WPGM-FAGM 70(off), Section A(1); and

WHEREAS, the said Department of Highways has requested the Administrator to approve a revision of the estimate for said project to provide for increasing the Federal funds approved and set aside to the credit of the project from $201,440.25 to $212,029.25.

NOW, THEREFORE, it is hereby mutually agreed by and between the said State Highway Department and the Administrator that the estimate be revised in the manner above indicated and that said project agreement be amended as follows:

The third "Whereas" paragraph shall read:

> "Whereas the Administrator has certified to the Secretary of the Treasury his approval of said surveys, plans, specifications, and estimate, and the sum of two hundred twelve thousand, twenty-nine and 25/100 dollars ($212,029.25), as the share of the United States payable under said act on account of said project, which does not exceed the authorized Federal pro rata share of the approved total estimated cost thereof;"

DISTRICT 1
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Article III, clause (b), shall read:

"(b) The total Federal funds allotted to this project are $212,029.25. This sum is divided as follows: $10,029.25 is to be charged against the WPGM portion of the project, and $202,000.00 against the FAGM portion."

Article IV shall read:

"Article IV. The United States pro rata share of the value of the labor and materials which shall be actually put into the construction of said project shall not in any event exceed the sum of two hundred twelve thousand, twenty-nine and 25/100 dollars ($212,029.25), certified to the Secretary of the Treasury as above mentioned, which does not exceed the authorized Federal pro rata share of two hundred twenty-four thousand, nine hundred thirty-three and 50/100 dollars ($224,933.50), the approved total estimated cost of said project."

Except as herein specifically modified the said project agreement shall remain in full force and effect.

Showing of authority of the Highway Department to execute agreements will be found in the agreement for project No. 112.

IN WITNESS WHEREOF the said parties have hereunto affixed their signatures, the Highway Department on Nov. 13, 1942, and the Administrator on JAN 21 1943.

OREGON STATE HIGHWAY COMMISSION

By Henry F. Cabell
Chairman, State Highway Commission

By Jefferson McClay
Member, State Highway Commission

By Herman Oliver
Member, State Highway Commission

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FEDERAL WORKS ADMINISTRATOR,

By H. J. O'Leary
Acting Commissioner of Public Roads

Oregon Project No. WPGM-FAGM 70(off)
Section A(1).

Form PR. 3—Revised

FEDERAL WORKS AGENCY
PUBLIC ROADS ADMINISTRATION

CERTIFICATE OF APPROVAL OF PLANS, SPECIFICATIONS, AND ESTIMATES

(Under "An Act to provide that the United States shall aid the States in the construction of rural roads, and for other purposes," approved July 11, 1916, and acts amendatory thereof and supplementary thereto.)

To

The Secretary of the Treasury, and

The State Highway Department of the State of Oregon

Pursuant to the acts above cited, I hereby certify—

First. That in accordance with the provisions of said acts, I have approved the plans, specifications, and estimates submitted by the State Highway Department of the State of Oregon for the construction of a highway designated in the records of this Agency as Project No. WPGM-PAGM 70-A(1)/(off State of Oregon

Second. That in accordance with said provisions I have approved the sum of $ 224,933.50 in lieu of the $201,440.25 approved by Certificate dated June 12, 1941 as the total estimated cost of said project, and the sum of $ 212,029.25 / as the share of the United States, payable under said acts on account of such project, which does not exceed the authorized Federal pro rata share of said total estimated cost.

Done at the city of Washington, this ______ day of ______ one thousand nine hundred and JA[illegible]

FEB 8 1943
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Federal Works Administrator,

By ______
Acting Commissioner of Public Roads.

U. S. GOVERNMENT PRINTING OFFICE 10—10139

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WORKS AGENCY
ROADS ADMINISTRA

UNITED STATES DEPARTMENT OF AGRICULTURE
BUREAU OF PUBLIC ROADS
DISTRICT No. 1

POST OFFICE BUILDING
PORTLAND, OREGON

(Stencil #28)

IN YOUR REPLY PLEASE REFER TO FILE NO. FAGM 70-A-1

October 14, 1942

Mr. R. H. Baldock
State Highway Engineer
Salem, Oregon

Oregon WPGM-FAGM 70-A(1)(Off)
Nyssa Undercrossing Section
Old Oregon Trail

Dear Sir:

We are forwarding herewith two copies of proposed modified project agreement for signature and return to this office.

Enclosed is an approved copy of the detail estimate, upon which the agreement was based, ~~together with approved copy of specifications.~~

Very truly yours,

W. H. LYNCH
District Engineer

By L. J. Caufield
L. J. Caufield
Sr. Highway Engineer

Lon

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FOR FILING

FAGM 70-A-1

September 2, 1942

Mr. W. H. Lynch
District Engineer
Public Roads Administration
P. O. Box 3900
Portland, Oregon

Dear Sir:

We are enclosing herewith seven copies of estimate as basis for modified agreement for the Nyssa Undercrossing Section, Project No. WPGM-FAGM 70-A (1) (cn), in which estimate the FAGM funds are increased to $202,000 and State funds are reduced accordingly.

Very truly yours,

R. H. BALDOCK
Chief Engineer

By

S. H. Probert
Office Engineer

Dict. by J. W. Nash/ER

Encl.

Oregon State Highway Department

Federal Aid Grade Crossing Project
No. WPGM-FAGM 70-A (1) (Off)

NYSSA UNDERCROSSING SECTION OF THE

OLD OREGON TRAIL HIGHWAY IN MALHEUR COUNTY

(Estimate as basis for project agreement. Based on low bid prices.)

Salem, Oregon, Aug. 31, 1942

ROADWORK

Oiled Taper Section (Sta. 11+81 to 15+41)

All Required		Clearing and Grubbing		$ 15.00
75	cu. yds.	Trench Excavation	$ 1.00	75.00
1,200	cu. yds.	Excavation, Single Classification	.35	420.00
.07	mile	Finishing Roadbed and Slopes	100.00	7.00
400	lin. ft.	12" Sewer Pipe	.90	360.00
120	lin. ft.	12" Corr. Iron Pipe	1.60	192.00
560	cu. yds.	Gravel Subbase and Structure Ballast from Gravel Pits	1.00	560.00
200	cu. yds.	3/4" - 0" Material in Base and Shoulders	1.75	350.00
40	cu. yds.	Filler	.40	16.00
40	yd. mi.	Hauling Filler	.10	4.00
.07	mile	Preparation of Base	100.00	7.00
100	cu. yds.	Mineral Aggregate in Place	3.00	300.00
6.3	tons	Asphalt in Place	40.00	252.00
1.8	tons	Emulsified or RC-3 Asphalt in Seal Coat	40.00	72.00
			Subtotal	$ 2,630.00
			10% Engr. & Cont.	263.00
			Total	$ 2,893.00

Length .068 mile
Cost per mile $42,544.11

Portland Cement Concrete Pavement (Sta. 15+41 to 23+31)

All Required		Clearing and Grubbing		$ 33.00
620	cu. yds.	Trench Excavation	$ 1.00	620.00
27,700	cu. yds.	Excavation, Single Classification	.35	9,695.00
21,200	yd. mi.	Truck Haul	.09	1,908.00
0.15	mile	Finishing Roadbed and Slopes	100.00	15.00
800	sq. yds.	Removal of Sidewalks	.15	120.00
700	lin. ft.	Removal of Curbs	.15	105.00
220	lin. ft.	8" Sewer Pipe	.55	121.00

440	lin. ft.	4" Sidewalk Drain Pipe	$ .80	$ 352.00
600	lin. ft.	8" Welded Steel Pipe	1.40	840.00
500	lin. ft.	8" Corr. Iron Drain Pipe	1.10	550.00
30	lin. ft.	12" Corr. Iron Drain Pipe	1.40	42.00
200	lin. ft.	8" Perforated Corr. Iron Pipe	1.30	260.00
100	lin. ft.	Furnishing and Installing 2" Water Pipe	.35	35.00
360	lin. ft.	Installing 3/4" and 2" Water Pipe	.10	36.00
370	lin. ft.	Installing 4" Water Pipe	.75	277.50
850	lin. ft.	Installing 6" Water Pipe	.75	637.50
1,600	lin. ft.	Salvaging Water Pipe	.20	320.00
6	only	Concrete Catch Basins	75.00	450.00
2	only	Concrete Manholes	85.00	170.00
120	sq. yds.	Concrete Sidewalks	1.80	216.00
1,650	cu. yds.	Gravel Subbase and Structure Ballast from Roadbed Excavation	.40	660.00
3,840	cu. yds.	Gravel Subbase and Structure Ballast from Gravel Pits	1.00	3,840.00
350	cu. yds.	3/4" - 0" Material in Base and Shoulders	1.75	612.50
150	cu. yds.	3/4" - 0" Material in Cushion Course	1.75	262.50
160	cu. yds.	Filler	.40	64.00
160	yd. mi.	Hauling Filler	.10	16.00
3,200	sq. yds.	Portland Cement Concrete Pavement	2.10	6,720.00
260	lin. ft.	3/4" Expansion Joints	.20	52.00
1,200	lin. ft.	½" Expansion Joints	.15	180.00
1,800	lin. ft.	Contraction Joints	.10	180.00
260	only	Dowels	.20	52.00
5,800	lbs.	Tie Bars and Reinforcement	.07	406.00
110	cu. yds.	Mineral Aggregate in Place	3.00	330.00
8.7	tons	Asphalt in Place	40.00	348.00
0.6	ton	Emulsified or RC-3 Asphalt in Seal Coat	40.00	24.00
1,700	cu. yds.	Class "A" Concrete	19.00	32,300.00
170,000	lbs.	Metal Reinforcement	.055	9,350.00
2,200	lbs.	Miscellaneous Metal	.15	330.00
1,350	sq. yds.	Asphalt Waterproofing	.25	337.50
1,050	lin. ft.	Steel Handrail with Concrete Posts	5.00	5,250.00
All Required		Pumping Plant		650.00
All Required		Electric Wiring and Fixtures		4,200.00
			Subtotal	$ 82,967.50
			10% Engr. & Cont.	8,296.75
			Total	$ 91,264.25

Length 0.149 mile
Cost per mile $612,511.74

STRUCTURE

170	cu. yds.	Gravel Ballast for Tracks	$ 1.00	$ 170.00
2,300	cu. yds.	Class "A" Concrete	19.00	43,700.00
230,000	lbs.	Metal Reinforcement	.055	12,650.00
2,200	lbs.	Miscellaneous Metal	.15	330.00
840,000	lbs.	Structural Steel	.065	54,600.00
All Required		Metal Protected Plank Deck		860.00
380	sq. yds.	Membrane Waterproofing	1.50	570.00
850	sq. yds.	Asphalt Waterproofing	.25	212.50
150	lin. ft.	Steel Handrail with Concrete Posts	5.00	750.00
220	lin. ft.	Steel Handrail with Steel Posts	4.50	990.00
				$114,832.50
Work Performed by Union Pacific Company's Forces				4,055.00
		Subtotal		$118,887.50
		10% Engr. & Cont.		11,888.75
		Total		$130,776.25

SUMMARY OF FUNDS REQUESTED

Item	Total Cost	FAGM Funds	WPGM Funds	State Funds
Oiled Paper Section	$ 2,893.00	$ 2,598.00	$ 129.00	$ 166.00
Portland Cement Concrete Pavement	91,264.25	81,959.00	4,069.00	5,236.25
Structure	130,776.25	117,443.00	5,831.25	7,502.00
	$224,933.50	$202,000.00	$ 10,029.25	$12,904.25

State Funds for Construction: Chap. 175, laws 1917; Chap. 31, laws 1920;
Chap. 529, laws 1939.
State Funds for Maintenance: Chap. 529, laws 1939.

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FAGM 70-A-1

September 2, 1942

Union Pacific Railroad Company
Omaha, Nebraska

Gentlemen:

Will you please send to this Department two additional copies of your final bill for work performed by your forces in connection with the construction of the Nyssa Undercrossing under Contract Audit No. 49797 and Work Order 2844.

Very truly yours,

R. H. BALDOCK
Chief Engineer

By

S. H. Probert
Office Engineer

Dict. by J. W. Nash/ER

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FAGM 70-A-1

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December 18, 1941

United Pacific Insurance Company
Jo Stroyan
Board of Trade Building
Portland, Oregon

Gentlemen:

You are hereby notified that State Highway contract No. 2349 for work on the Nyssa Undercrossing Section of the Old Oregon Trail Highway, in Malheur County, has been completed by the contractor, Henry L. Horn, and that final settlement will be made on or after December 29, 1941.

The state is not advised of any unpaid claims for labor or materials, or of the existence of any claims, debts, dues, or demands incurred in the performance of such work and remaining unsatisfied, and you are advised that the state assumes no responsibility for any such claims should there be any.

This notice is served upon you since you appear as surety on the bond furnished by the above contractor. Kindly acknowledge receipt of this letter.

For your information we wish to advise that the total amount paid the contractor in connection with this contract will be $206,108.38, including final payment, of which $253.47 is for force account work. This contract was completed on Sept. 16, 1941, and accepted by the Commission on October 17, 1941.

Very truly yours,
STATE HIGHWAY COMMISSION

By

KR

Secretary

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WPGM-FAGM 70-A-1

FEDERAL WORKS AGENCY
PUBLIC ROADS ADMINISTRATION
DISTRICT ONE

MONTANA
OREGON
WASHINGTON

POST OFFICE BUILDING
PORTLAND, OREGON

December 9, 1941

Mr. R. H. Baldock
State Highway Engineer
Salem, Oregon

Dear Sir:

We enclose a copy of Mr. MacDonald's memorandum of November 26, 1941, stating that the use of Form Emp. 32 may be discontinued.

We believe the only remaining project involving the use of Works Program funds is Oregon WPGM-FAGM 70-A (1)(Off), the Nyssa Undercrossing. It will not be necessary to submit form Emp. 32 with the final voucher for that project.

Very truly yours,

W H Lynch

W. H. LYNCH
District Engineer

Encl.

REFERRED TO
S.H. Probert

Lon

FEDERAL WORKS AGENCY
PUBLIC ROADS ADMINISTRATION
WASHINGTON

IN YOUR REPLY PLEASE
REFER TO FILE No. ______

November 26, 1941.

Memorandum to District Engineers:

Memorandum to District Engineers of May 20, 1936, required the submission of a "Statement of Employment, Materials and Equipment Purchased," Form Emp. 32, covering Works Program Highway and Grade Crossing projects. As the programs financed with the Works Program funds are practically completed, the submission of Form Emp. 32 may be discontinued, effective this date.

Thos. H. MacDonald
Commissioner.

CLASS OF SERVICE DESIRED			
DOMESTIC		CABLE	
TELEGRAM	X	ORDINARY	
DAY LETTER		URGENT RATE	
SERIAL		DEFERRED	
OVERNIGHT TELEGRAM		NIGHT LETTER	
SPECIAL SERVICE		SHIP RADIOGRAM	

Patrons should check class of service desired; otherwise the message will be transmitted as a telegram or ordinary cablegram.

R

COPY OF
WESTERN UNION TELEGRAM

FAGM-70-A-1

SALEM, OREGON, DECEMBER 1, 1941

RECEIVED
DEC - 2 1941
FOR FILING

LYTLE & SWAN
VALE, OREGON

RETEL NYSSA UNDERPASS WAS ACCEPTED BY HIGHWAY COMMISSION OCTOBER 17, 1941.

H. B. GLAISYER, SECRETARY
OREGON STATE HIGHWAY COMMISSION

COLLECT

---

sibility for any such claims should there be any.

Kindly acknowledge receipt of this letter.

Very truly yours,

OREGON STATE HIGHWAY COMMISSION

By

Secretary

RS

NOTED
D. [illegible]. Debart

R

CLASS OF SERVICE
This is a full-rate Telegram or Cablegram unless its deferred character is indicated by a suitable symbol above or preceding the address.

WESTERN UNION

1201

531

R. B. WHITE
PRESIDENT

NEWCOMB CARLTON
CHAIRMAN OF THE BOARD

J. C. WILLEVER
FIRST VICE-PRESIDENT

SYMBOLS
DL=Day Letter
NT=Overnight Telegram
LC=Deferred Cable
NLT=Cable Night Letter
Ship Radiogram

The filing time shown in the date line on telegrams and day letters is STANDARD TIME at point of origin. Time of receipt is STANDARD TIME at point of destination

PRH88 12 XC=VALE ORG 1 235P

H B GLAISYER=

:SECY OREGON STATE HIGHWAY COM 319 STATE OFFICE BLDG

:PLEASE ADVISE BY WIRE DATE OF ACCEPTANCE OF UNDERPASS JOB AT NYSSA=

LYTLE AND SWAN.

[illegible]
Completed 9-1[illegible]-41
Accepted 10-17-41

THE COMPANY WILL APPRECIATE SUGGESTIONS FROM ITS PATRONS CONCERNING ITS SERVICE

---

or materials, or of the existence of any claims, debts, dues, or demands incurred in the performance of such work and remaining unsatisfied, and you are advised that the state assumes no responsibility for any such claims should there be any.

Kindly acknowledge receipt of this letter.

Very truly yours,

OREGON STATE HIGHWAY COMMISSION

By

Secretary

RS

NOTED
D. [illegible]. Debart

RECEIVED
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FOR FILING

FAG-11 % -A-1

R

November 29, 1941

United Pacific Insurance Company
Jo Stroyan
Board of Trade Building
Portland, Oregon

Gentlemen:

You are advised that it is the intention of the State Highway Commission to make semi-final payment to Henry L. Horn, on contract No. 2349, covering work on the Nyssa Undercrossing, Old Oregon Trail, in Malheur County. This payment, in the amount of $9,500.49, will be made on or after December 9, 1941. The retained percentage is $6,191.38.

The state is not advised of any unpaid claims for labor or materials, or of the existence of any claims, debts, dues, or demands incurred in the performance of such work and remaining unsatisfied, and you are advised that the state assumes no responsibility for any such claims should there be any.

Kindly acknowledge receipt of this letter.

Very truly yours,

OREGON STATE HIGHWAY COMMISSION

By

Secretary

RS

NOTED
D. [illegible] Debart

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FEDERAL WORKS AGENCY
PUBLIC ROADS ADMINISTRATION
DISTRICT ONE

MONTANA
OREGON
WASHINGTON

POST OFFICE BUILDING
PORTLAND, OREGON

October 3, 1941

FAGM 70-A 1

Mr. R. H. Baldock
State Highway Engineer
Salem, Oregon

Dear Sir:

Final inspection of Oregon FAGM 70-A (1)(Off), Nyssa Undercrossing Section of the Old Oregon Trail ____________, was made by a representative of this office on September 17, 1941, subject to submission of Form PR-47. Prompt submission of the final voucher will be appreciated.

Very truly yours,

W. H. LYNCH
District Engineer

By L J Caufield
L. J. Caufield
Sr. Highway Engineer

FORM 2-A-1 10M 9-37

COMMISSIONERS
HENRY F. CABELL, CHAIRMAN, PORTLAND
E. B. ALDRICH, PENDLETON
F. L. TOU VELLE, JACKSONVILLE

H. B. GLAISYER, SECRETARY

R. H. BALDOCK
STATE HIGHWAY ENGINEER
SALEM

OREGON STATE HIGHWAY COMMISSION
SALEM

IN REPLY PLEASE
REFER TO FILE NO.

R

RECEIVED
SEP 20 1941
FOR FILING

RECEIVED

FAGM 70-A-1

Nyssa
Sept. 16, 1941.

W. H. Lynch,
Public Roads Administration,
Portland, Oregon.

NOTED
Highway Engineer

Dear Sir:

Completed today F A G M 70-A (1) (off), Nyssa Undercrossing Section, Old Oregon Trail Highway, Contract No. 2349. All work on Contract has been completed.

Very truly yours,
Edwards
Resident Engineer

cc-R. H. Baldock
S. H. Probert
W. C. Williams

WPGM-FAGM 70-A-1

RECEIVED
JUL 19 1941
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FEDERAL WORKS AGENCY
PUBLIC ROADS ADMINISTRATION

UNITED STATES DEPARTMENT OF AGRICULTURE
BUREAU OF PUBLIC ROADS
DISTRICT No. 1

POST OFFICE BUILDING
PORTLAND, OREGON

Stencil No. 124

IN YOUR REPLY PLEASE
REFER TO FILE No. Ore. WPGM-FAGM 70-A (1)(Off)
Nyssa Undercrossing
Old Oregon Trail

June 27, 1941

Mr. R. H. Baldock
State Highway Engineer
Salem, Oregon

Dear Sir:

We are forwarding herewith, for your files, an executed copy of the modified project agreement and certificate for the above numbered project.

Very truly yours,

W. H. LYNCH
District Engineer

By L J Caufield
L. J. Caufield
Sr. Highway Engineer

Encls.

Kon

Section A(1)
Oregon Project No. WPGM-FAGM 70(off)

MODIFICATION OF PROJECT AGREEMENT

WHEREAS, by that certain project agreement signed on March 14, 1941 by The Oregon State Highway Commission, and on March 28, 1941 by the Federal Works Administrator, the said parties entered into an agreement for the improvement of that certain highway described therein and designated as Oregon Project No. WPGM-FAGM 70(off), Section A(1); and

WHEREAS, the said Department of Highways has requested the Administrator to approve a revision of the estimate for said project to provide for increasing the Federal funds approved and set aside to the credit of the project from $199,608.50 to $201,440.25.

NOW, THEREFORE, it is hereby mutually agreed by and between the said State Highway Department and the Administrator that the estimate be revised in the manner above indicated and that said project agreement be amended as follows:

The third "Whereas" paragraph shall read:

> "Whereas the Administrator has certified to the Secretary of the Treasury his approval of said surveys, plans, specifications, and estimate, and the sum of two hundred one thousand, four hundred forty and 25/100 dollars ($201,440.25), as the share of the United States payable under said act on account of said project, which does not exceed the authorized Federal pro rata share of the approved total estimated cost thereof;"

Article III, clause (b) shall read:

"(b) The total Federal funds allotted to this project are $201,440.25. This sum is divided as follows: $10,029.25 is to be charged against the WPGM portion of the project, and $191,411.00 against the FAGM portion."

Article IV shall read:

"Article IV. The United States pro rata share of the value of the labor and materials which shall be actually put into the construction of said project shall not in any event exceed the sum of two hundred one thousand, four hundred forty and 25/100 dollars ($201,440.25), certified to the Secretary of the Treasury as above mentioned, which does not exceed the authorized Federal pro rata share of two hundred twenty-four thousand, nine hundred thirty-three and 50/100 dollars ($224,933.50), the approved total estimated cost of said project."

Except as herein specifically modified the said project agreement shall remain in full force and effect.

Showing of authority of the Highway Department to execute agreements will be found in the agreement for project No. 112.

IN WITNESS WHEREOF the said parties have hereunto affixed their signatures, the Highway Department on May 31 1941, and the Administrator on JUN 12 1941.

OREGON STATE HIGHWAY COMMISSION

By Henry F. Cabell
Chairman, State Highway Commission

By
Member, State Highway Commission

By
Member, State Highway Commission

FEDERAL WORKS ADMINISTRATOR

By
Acting Commissioner of Public Roads

Oregon Project No. WPGM-FAGM 70(off)
Section A(1)

Form PR. 3—Revised

FEDERAL WORKS AGENCY
PUBLIC ROADS ADMINISTRATION

CERTIFICATE OF APPROVAL OF PLANS, SPECIFICATIONS, AND ESTIMATES

(Under "An Act to provide that the United States shall aid the States in the construction of rural roads, and for other purposes," approved July 11, 1916, and acts amendatory thereof and supplementary thereto.)

To

The Secretary of the Treasury, and

The State Highway Department of the State of Oregon

Pursuant to the acts above cited, I hereby certify—

First. That in accordance with the provisions of said acts, I have approved the plans, specifications, and estimates submitted by the State Highway Department of the State of Oregon for the construction of a highway designated in the records of this Agency as Project No. WPGM-FAGM 70-A(1)/(eff) State of Oregon

Second. That in accordance with said provisions I have approved the sum of $ 224,933.50 in lieu of the $199,608.50 approved by Certificate of March 28, 1941, as the total estimated cost of said project, and the sum of $ 201,440.25 / as the share of the United States, payable under said acts on account of such project, which does not exceed the authorized Federal pro rata share of said total estimated cost.

Done at the city of Washington, this ______ day of JUN 12 1941 one thousand nine hundred and ______

Federal Works Administrator,

By H. S. Fairbank
Acting Commissioner of Public Roads.

S. GOVERNMENT PRINTING OFFICE 16—10129

RECEIVED
JUN 4 1941
FOR FILING

FAGM 70

June 2, 1941

Mr. W. H. Lynch
District Engineer
Public Roads Administration
P. O. Box 3900
Portland, Oregon

Dear Sir:

We are enclosing herewith two signed copies of modified agreement for the Nyssa Undercrossing, Project No. WPGM-FAGM 70 (eff).

Very truly yours,

R. H. BALDOCK
Chief Engineer

By

S. H. Probert
Office Engineer

Dict. by J. W. Nash/ER

Encl.

a

FEDERAL WORKS AGENCY
PUBLIC ROADS ADMINISTRATION
DISTRICT ONE

MONTANA
OREGON
WASHINGTON

POST OFFICE BUILDING
PORTLAND, OREGON

RECEIVED
MAY [illegible] 1941
STATE [illegible]

May 24, 1941

Mr. R. H. Baldock
State Highway Engineer
Salem, Oregon

Oregon WPGM-FAGM 70-A (1)(off)
Nyssa Undercrossing Section of the
Old Oregon Trail Highway

Dear Sir:

We are forwarding herewith two copies of proposed modification of project agreement for signature and return to this office.

As 1940 Federal Aid Grade Crossing funds which will lapse if not under a completely executed agreement by June 30, 1941, are involved, please do not delay.

Enclosed is an approved copy of the detail estimate, upon which the agreement was based.

Very truly yours,

W H Lynch

W. H. LYNCH
District Engineer

Encls.

RECEIVED
MAY 17 1941
FOR FILING

WPGM-FAGM 70-A-1

May 16, 1941

Mr. W. H. Lynch
District Engineer
Public Roads Administration
P. O. Box 3900
Portland, Oregon

Dear Sir:

We are enclosing herewith seven copies of estimate as basis for modified agreement for the Nyssa Undercrossing Section, Project No. WPGM-FAGM 70-A (1) (off), in which estimate we are requesting an increase of the Federal Aid Grade Crossing funds to absorb all present unobligated 1940 funds.

In our letter of March 3, 1941, we suggested that these funds could later be used to increase the set up of Federal funds on Project No. FAGM 186-D (1), but it now appears this project will underrun sufficiently to not require the additional funds. Accordingly, we are requesting that they be applied to reduce the State funds set up on Project No. WPGM-FAGM 70-A (1) (off).

Very truly yours,

R. H. BALDOCK
Chief Engineer

By

S. H. Probert
Office Engineer

Dict. by J. W. Nash/ER

Encl.

Oregon State Highway Department

Federal Aid Grade Crossing Project
No. WPGM-FAGM 70-A (1) (Off)

NYSSA UNDERCROSSING SECTION OF THE

OLD OREGON TRAIL HIGHWAY IN MALHEUR COUNTY

(Estimate as basis for project agreement. Based on low bid prices.)

Salem, Oregon, May 15, 1941

ROADWORK

Oiled Taper Section (Sta. 11+81 to 15+41)

All Required		Clearing and Grubbing		$ 15.00
75	cu. yds.	Trench Excavation	$ 1.00	75.00
1,200	cu. yds.	Excavation, Single Classification	.35	420.00
.07	mile	Finishing Roadbed and Slopes	100.00	7.00
400	lin. ft.	12" Sewer Pipe	.90	360.00
120	lin. ft.	12" Corr. Iron Pipe	1.60	192.00
560	cu. yds.	Gravel Subbase and Structure Ballast from Gravel Pits	1.00	560.00
200	cu. yds.	3/4" - 0" Material in Base and Shoulders	1.75	350.00
40	cu. yds.	Filler	.40	16.00
40	yd. mis.	Hauling Filler	.10	4.00
.07	mile	Preparation of Base	100.00	7.00
100	cu. yds.	Mineral Aggregate in Place	3.00	300.00
6.3	tons	Asphalt in Place	40.00	252.00
1.8	tons	Emulsified or RC-3 Asphalt in Seal Coat	40.00	72.00
		Subtotal		$ 2,630.00
		10% Engr. & Cont.		263.00
		Total		$ 2,893.00
		Length	.068 mile	
		Cost per mile	$ 42,544.11	

Portland Cement Concrete Pavement (Sta. 15+41 to 23+31)

All Required		Clearing and Grubbing		$ 33.00
620	cu. yds.	Trench Excavation	$ 1.00	620.00
27,700	cu. yds.	Excavation, Single Classification	.35	9,695.00
21,200	yd. mi.	Truck Haul	.09	1,908.00
0.15	mile	Finishing Roadbed and Slopes	100.00	15.00
800	sq. yds.	Removal of Sidewalks	.15	120.00
700	lin. ft.	Removal of Curbs	.15	105.00
220	lin. ft.	8" Sewer Pipe	.55	121.00

440	lin. ft.	4" Sidewalk Drain Pipe	$ .80	$ 352.00
600	lin. ft.	8" Welded Steel Pipe	1.40	840.00
500	lin. ft.	8" Corr. Iron Drain Pipe	1.10	550.00
30	lin. ft.	12" Corr. Iron Drain Pipe	1.40	42.00
200	lin. ft.	8" Perforated Corr. Iron Pipe	1.30	260.00
100	lin. ft.	Furnishing and Installing 2" Water Pipe	.35	35.00
360	lin. ft.	Installing 3/4" and 2" Water Pipe	.10	36.00
370	lin. ft.	Installing 4" Water Pipe	.75	277.50
850	lin. ft.	Installing 6" Water Pipe	.75	637.50
1,600	lin. ft.	Salvaging Water Pipe	.20	320.00
6	only	Concrete Catch Basins	75.00	450.00
2	only	Concrete Manholes	85.00	170.00
120	sq. yds.	Concrete Sidewalks	1.80	216.00
1,650	cu. yds.	Gravel Subbase and Structure Ballast from Roadbed Excavation	.40	660.00
3,840	cu. yds.	Gravel Subbase and Structure Ballast from Gravel Pits	1.00	3,840.00
350	cu. yds.	3/4" - 0" Material in Base and Shoulders	1.75	612.50
150	cu. yds.	3/4" - 0" Material in Cushion Course	1.75	262.50
160	cu. yds.	Filler	.40	64.00
160	yd. mi.	Hauling Filler	.10	16.00
3,200	sq. yds.	Portland Cement Concrete Pavement	2.10	6,720.00
260	lin. ft.	3/4" Expansion Joints	.20	52.00
1,200	lin. ft.	½" Expansion Joints	.15	180.00
1,800	lin. ft.	Contraction Joints	.10	180.00
260	only	Dowels	.20	52.00
5,800	lbs.	Tie Bars and Reinforcement	.07	406.00
110	cu. yds.	Mineral Aggregate in Place	3.00	330.00
8.7	tons	Asphalt in Place	40.00	348.00
0.6	ton	Emulsified or MC-3 Asphalt in Seal Coat	40.00	24.00
1,700	cu. yds.	Class "A" Concrete	19.00	32,300.00
170,000	lbs.	Metal Reinforcement	.055	9,350.00
2,200	lbs.	Miscellaneous Metal	.15	330.00
1,350	sq. yds.	Asphalt Waterproofing	.25	337.50
1,050	lin. ft.	Steel Handrail with Concrete Posts	5.00	5,250.00
All Required		Pumping Plant		650.00
All Required		Electric Wiring and Fixtures		4,200.00

Subtotal	$ 82,967.50
10% Engr. & Cont.	8,296.75
Total	$ 91,264.25

Length	0.149 mile
Cost per mile	$ 612,511.74

a1

STRUCTURE

170	cu. yds.	Gravel Ballast for Tracks	$ 1.00	$ 170.00
2,300	cu. yds.	Class "A" Concrete	19.00	43,700.00
230,000	lbs.	Metal Reinforcement	.055	12,650.00
2,200	lbs.	Miscellaneous Metal	.15	330.00
840,000	lbs.	Structural Steel	.065	54,600.00
All Required		Metal Protected Plank Deck		860.00
380	sq. yds.	Membrane Waterproofing	1.50	570.00
850	sq. yds.	Asphalt Waterproofing	.25	212.50
150	lin. ft.	Steel Handrail with Concrete Posts	5.00	750.00
220	lin. ft.	Steel Handrail with Steel Posts	4.50	990.00
				$ 114,832.50
		Work Performed by Union Pacific Company's Forces		4,055.00
			Subtotal	$ 118,887.50
			10% Engr. & Cont.	11,888.75
			Total	$ 130,776.25

SUMMARY OF FUNDS REQUESTED

Item	Total Cost	FAGM Funds	WPGM Funds	State Funds
Oiled Taper Section	$ 2,893.00	$ 2,462.00	$ 129.00	$ 302.00
Portland Cement Concrete Pavement	91,264.25	77,663.00	4,069.00	9,532.25
Structure	130,776.25	111,286.00	5,831.25	13,659.00
	$224,933.50	$191,411.00	$10,029.25	$ 23,493.25

State Funds for Construction: Chap. 175, laws 1917; Chap. 31, laws 1920;
Chap. 529, laws 1939
State Funds for Maintenance: Chap. 529, laws 1939

May 10, 1941

Mr. R. H. Baldock
State Highway Engineer
Salem, Oregon

Dear Sir:

Your letter of March 3, 1941, concerning unobligated Oregon Federal aid grade crossing funds which lapse on June 30, 1940, stated you would submit an estimate in the near future requesting modification of FAGH 186-D (1), the Strassel Undercrossing Section of the Wolf Creek Highway, by the substitution of available Federal for State funds.

We have not yet received this estimate and the time is growing short for putting through such a modification. Will you please give it your immediate attention or notify us what other disposition is to be made of the money.

In the meantime, a representative of this office made final inspection of the project on April 23, 1941. When the question of the modification is settled, prompt submission of the final voucher will be appreciated.

Very truly yours,

W. H. LYNCH
District Engineer

[illegible]

March 3, 1941

Mr. W. H. Lynch
District Engineer
Public Roads Administration
P. O. Box 3900
Portland, Oregon

Dear Sir:

Reference is made to the inquiry contained in your letter of February 27, 1941, concerning the unobligated and unprogrammed balance of Oregon Federal Aid Grade Crossing funds which will lapse if not placed under agreement by June 30, 1941.

The set up of funds on certain projects, now under agreement, include State funds as follows:

Proj. No. FAGM 56-D (1) (on)	Albany Overcrossing	$ 26,140.15
" " FAGH 73 (5)	Tigard Overcrossing	87,721.85
" " FAGH 186-D (1)	Strassel Undercrossing	3,380.70
" " FAGM 70-A (1)	Nyssa Undercrossing	25,325.00
		$142,567.70

Accordingly, it is our desire to apply $26,140.15 of the 1939 unobligated funds on Project No. FAGM 56-D (1) (on), and to apply the remaining 1939 funds, in amount $15,442.15, on Project No. FAGH 73 (5). Likewise, the 1940 unobligated funds of $1,831.75 will be used to reduce the set up of State funds on Project No. FAGH 186-D (1)

This procedure appears desirable since no program revision will be required.

Revised estimates, requesting modification of the project agreements to conform with these suggested changes, will be submitted in the near future.

Very truly yours,

R. H. Baldock
Chief Engineer

By

S. H. Probert
Office Engineer

DICT. by J. W. Nash/ER

WPGM-FA -A-1

RECEIVED
APR 23 1941
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Stencil No. 124

FEDERAL WORKS AGENCY
PUBLIC ROADS ADMINISTRATION
DISTRICT ONE

MONTANA
OREGON
WASHINGTON

POST OFFICE BUILDING
PORTLAND, OREGON

Oregon WPGM-FAGM 70-A(1)(Off)
Nyssa Undercrossing Sec.of Old
Oregon Trail

April 21, 1941

Mr. R. H. Baldock
State Highway Engineer
Salem, Oregon

Dear Sir:

We are forwarding herewith, for your files, an executed copy of the ______________ project agreement and certificate for the above-numbered project.

Very truly yours,

W. H. LYNCH
District Engineer

By L. Caufield
L. J. Caufield
Sr. Highway Engineer

Encl.

Jon

FS WA dr 234

Form P. R. 2

State Oregon

Project No. WPGM-FAGM TO-A(1)(off)

PROJECT AGREEMENT

MEMORANDUM OF AGREEMENT made this 14th day of March, 1941 by and between The Oregon State Highway Commission, constituting for the purpose hereof, the Highway Department of the State of Oregon hereinafter called the Highway Department, and the Federal Works Administrator, hereinafter called the Administrator, under and pursuant to the provisions of the act of Congress approved July 11, 1916 (39 Stat., 355), entitled "An Act to provide that the United States shall aid the States in the construction of rural post roads, and for other purposes," and of the act approved November 9, 1921 (42 Stat., 212), entitled "An Act to amend the Act entitled 'An Act to provide that the United States shall aid the States in the construction of rural post roads, and for other purposes,' approved July 11, 1916, as amended and supplemented, and for other purposes," and acts amendatory thereof or supplementary thereto:; particularly Sec. 8 of the Act approved June 8, 1938, (Public No. 584, 75th Congress); and the Emergency Relief Appropriation Act of 1935, approved Apr. 8, 1935 (Public Res. No. 11, 74th Cong.)

Whereas the Highway Department of said State submitted on the 12th day of March, 1940, a project statement, which was approved on the 21st day of March, 1940 for the proposed construction of a project consisting of the road hereinafter described; and

Whereas the Highway Department, in accordance with the rules and regulations promulgated for the administration of the Federal Highway Act, has furnished surveys, plans, specifications, and estimates for Section A(1) of said project which were recommended for approval by the District Engineer of the Public Roads Administration on the 24 day of July 1940; and

Whereas the Administrator has certified to the Secretary of the Treasury his approval of said surveys, plans, specifications, and estimates, and the sum of one hundred ninety-nine thousand, six hundred eight and 50/100 dollars ($199,608.50) as the share of the United States payable under said act on account of Section A(1) of said project, which does not exceed the authorized Federal pro rata share of the approved total estimated cost thereof:

Now, therefore, in consideration of the premises and of the several promises to be faithfully performed by each, as hereinafter set forth, the Highway Department and the Administrator do hereby mutually agree as follows:

16—11370

FUNDS AT THE DISPOSAL OF THE HIGHWAY DEPARTMENT

ARTICLE I. Funds for the use of the Highway Department in the construction of said project have been made available in the following manner, to wit:

(*a*) By the State : From funds appropriated under act approved April 8, 1935 (Public Res. No. 11, 74th Cong.); and any part thereof not provided from such funds shall be met from State funds available to the State Higway Dept. under Chap. 175, laws 1917; Chap. 31, laws 1930; Chap. 329, laws 1933.

(Include date and citation of act of legislature by which authorized)

(*b*) From other sources under Section 3 of the Act approved June 8, 1938, (Public No. 584, 75th Congress).

(State how placed under direct control of Highway Department)

ROAD EMBRACED IN PROJECT

ARTICLE II. This agreement covers the following highway as described in detail in said surveys, plans, and specifications:

Between survey station 11+61 near second St. East and survey station 23+31 near First Street South, all on Main Street, Nyssa,

, length 0.217 miles, in Malheur County, being Section A(1) of Oregon project. No. WPGM-FAGM 90-(off), consisting of 0.217 miles of roadway and one underpass structure. ~~bridges each of more than 20 feet clear span of ___ miles in length~~

CHARACTER AND METHOD OF CONSTRUCTION

ARTICLE III. The Highway Department will construct or cause to be constructed to final completion said project, in strict compliance with said plans and specifications, which are made a part hereof, under its direct supervision, which shall include adequate inspection throughout the course of construction, subject at all times to inspection and approval by the Administrator or his agents, and in accordance with the laws of said State, the rules and regulations of the Administrator, and the following conditions:

(*a*) It is agreed that the construction work on the project shall be performed by contract, unless the performance thereof by force account shall be approved by the Administrator or his authorized representatives. Such construction work as may be performed by force account shall be paid for on the basis of the units of work performed at the unit prices set forth in the estimate as approved by the Administrator, except that where the total actual cost is ascertained to be less than the estimate so approved the total Federal payments shall not exceed the Federal pro rata share of such total actual cost.

16—11370

(b) The total Federal funds allotted to this project are $199,608.50. This sum is divided as follows:

$10,029.25 is to be charged against the WPGM portion of the project, and $189,579.25 against the FAGM portion.

UNITED STATES PRO RATA SHARE OF THE COST OF SAID PROJECT

ARTICLE IV. The United States pro rata share of the value of the labor and materials which shall be actually put into the construction of Section A(1) of said project shall not in any event exceed the sum of one hundred ninety-nine thousand, six hundred eight and 50/100 dollars ($199,608.50), certified to the Secretary of the Treasury as above mentioned, which does not exceed the authorized Federal pro rata share of two hundred twenty-four thousand, nine hundred thirty-three and 50/100 dollars ($224,933.50), the approved total estimated cost of Section A(1) of said project.

PAYMENTS

ARTICLE V. As the construction of said project progresses, the Administrator shall from time to time draw warrants on the Secretary of the Treasury for the payment to The State Treasurer
(Official or depository)
hereby designated by the Highway Department for that purpose and authorized under the laws of said State to receive public funds of the State of Oregon
(Name)
of such sums as shall not, together with previous payments, exceed the United States pro rata share, as above specified, of the value, as determined by the Administrator after inspection and approval, of the labor and materials which have actually been put into said construction work in compliance with the requirements of Article III hereof.

The Administrator reserves the right to withhold such sum as he may deem necessary to insure completion of construction in compliance with said plans and specifications.

MAINTENANCE OF PROJECT

ARTICLE VI. The Highway Department will maintain said project in compliance with said acts of July 11, 1916, and November 9, 1921, out of funds which have been or will be made available therefor by said State in the manner herein set forth, to wit: Chap. [illegible], laws 1939
(Include reference to statute authorizing funds and probable amount annually available)

The Highway Department will use every means within its power to insure proper and permanent maintenance of said project, and to that end will provide for the constant making of needed repairs to preserve a smooth-surfaced highway.

Showing of authority of the Highway Department to execute agreements will be found in the agreement for project No. 112.

In witness whereof the parties have hereunto affixed their signatures, the Highway Department on the day and year first above written and the Administrator on the ______ day of MAR 28 1941, 19__

OREGON STATE HIGHWAY COMMISSION
(Official title of Highway Department)

By Henry F. Cabell
Chairman, State Highway Comm.
(Title of officer)

By ______
Member, State Highway Comm.
(Title of officer)

By ______
Member, State Highway Comm.
(Title of officer)

By ______
(Title of officer)

By ______
(Title of officer)

FEDERAL WORKS ADMINISTRATOR,

By H. J. O'Leary
Acting Commissioner of Public Roads.

U. S. GOVERNMENT PRINTING OFFICE 16—11379

Form PR. 3—Revised

FEDERAL WORKS AGENCY
PUBLIC ROADS ADMINISTRATION

CERTIFICATE OF APPROVAL OF PLANS, SPECIFICATIONS, AND ESTIMATES

(Under "An Act to provide that the United States shall aid the States in the construction of rural roads, and for other purposes," approved July 11, 1916, and acts amendatory thereof and supplementary thereto.)

To

The Secretary of the Treasury, and

The State Highway Department of the State of Oregon

Pursuant to the acts above cited, I hereby certify—

First. That in accordance with the provisions of said acts, I have approved the plans, specifications, and estimates submitted by the State Highway Department of the State of Oregon for the construction of a highway designated in the records of this Agency as Project No. WPGM-FAGM 70-A(1) (off) State of Oregon

Second. That in accordance with said provisions I have approved the sum of $ 224,933.50 as the total estimated cost of said project, and the sum of $ 199,608.50 as the share of the United States, payable under said acts on account of such project, which does not exceed the authorized Federal pro rata share of said total estimated cost.

Done at the city of Washington, this ...... day of ......
one thousand nine hundred and MAR 28 1941

Federal Works Administrator,

By W. J. O'Leary
Acting Commissioner of Public Roads.

U. S. GOVERNMENT PRINTING OFFICE 16—10120

RECEIVED
1941

...RKS AGENCY
...ISTRATION

FA-[illegible] 70-A-1

UNITED STATES DEPARTMENT OF AGRICULTURE
BUREAU OF PUBLIC ROADS
DISTRICT No. 1

(Stencil #28)

MAR 1 - 1

POST OFFICE BUILDING
PORTLAND, OREGON

IN YOUR REPLY PLEASE REFER TO FILE No. Ore. WPGM-FAGM 70-A(1)(Off)
Nyssa Undercrossing Section
Old Oregon Trail

February 28, 1941

Mr. R. H. Baldock
State Highway Engineer
Salem, Oregon

Dear Sir:

We are forwarding herewith two copies of proposed project agreement for signature and return to this office.

Enclosed is an approved copy of the detail estimate, upon which the agreement was based, together with approved copy of specifications.

Very truly yours,

W. H. LYNCH
District Engineer

By L. Caufield
L. J. Caufield
Sr. Highway Engineer

FEDERAL WORKS AGENCY
PUBLIC ROADS ADMINISTRATION
DISTRICT ONE

MONTANA
OREGON
WASHINGTON

POST OFFICE BUILDING
PORTLAND, OREGON

February 12, 1941

Mr. R. H. Baldock
State Highway Engineer
Salem, Oregon

Dear Sir:

FAGM

Receipt is acknowledged of your letter of November 19, 1940, transmitting the project agreement estimate dated November 15, 1940, for FAGH 70-A (1)(Off), the Nyssa Undercrossing.

A portion of the cost of this project is to be derived from the unexpended balance of Oregon WPGM funds. The estimate shows these funds in the amount of $10,029.50, which is $.25 in excess of the funds available. We are accordingly changing the summary of funds requested in our copies of the estimate to the following:

	Total Cost	FAGM Funds	WPGM Funds	State Funds
Structure	130,776.25	110,221.25	5,831.25	14,723.75
	$224,933.50	$189,579.25	$10,029.25	$25,325.00

Very truly yours,

W. H. LYNCH
District Engineer

By F. E. Andrews

F. E. Andrews
Sr. Highway Engineer

Noted
Lon

FORM E-151X 1500 8-40

COMMISSIONERS
HENRY F. CABELL, CHAIRMAN
PORTLAND
HURON W. CLOUGH, MEMBER
CANYONVILLE
HERMAN OLIVER, MEMBER
JOHN DAY

OREGON
STATE HIGHWAY COMMISSION

R. H. BALDOCK, CHIEF ENGINEER
C. B. McCULLOUGH, ASST. CHIEF ENGINEER
J. M. DEVERS, CHIEF COUNSEL
H. B. GLAISYER, SECRETARY

OFFICE OF G. S. PAXSON, BRIDGE ENGINEER
SALEM

IN REPLY PLEASE REFER TO FILE NO.

FAGM 70-A-1

February 10, 1941

Public Roads Administration
Box 3900
Portland, Oregon

Gentlemen:

Subject: Nyssa Undercrossing
FAGM 70-A (1) (Off)

Reference is made to your recent letter asking for a comparison of costs to justify the furnishing of ballast by the contractor instead of by the railroad company for the Nyssa Undercrossing.

Our estimated cost of ballast furnished by the contractor is $0.50 per cubic yard, computed as follows:

Royalty at pit	$0.05 per cubic yard
Excavating and loading	0.10 " " "
Hauling and placing	0.20 " " "
Profit and overhead	0.15 " " "
	$0.50 per cubic yard

The Union Pacific Railroad Company's nearest available gravel pit is at Marsh Valley, Idaho, which would require a haul of 306 miles to the job with a freight rate of $0.00233 per ton mile. Assuming the gravel to weigh 100 pounds per cubic foot, this rate would become $0.00314 per yard mile. The railway officials also state that the unassignable cost at the pit is $0.0256 per cubic yard. With these figures, we estimate the cost of the material at the job to be as follows:

JOHN DYA
HERMAN OLIVER
CANYONVILLE
HURON W. CLOUGH
PORTLAND
CABELL, CHAIRMAN
COMMISSIONERS

Unassignable cost at pit	$0.0256 per cubic yard
Loading	0.07 " " "
Hauling, 306 miles at $0.00314	0.95 " " "
	$1.0456 per cubic yard

I trust that this information will complete your records. If not, please advise.

Yours very truly,

R. H. Baldock
Chief Engineer

By

G. S. Paxson
Bridge Engineer

WAR:TH
cc: J. W. Nash

FAGM 70-A-1

FEDERAL WORKS AGENCY
PUBLIC ROADS ADMINISTRATION
DISTRICT ONE

MONTANA
OREGON
WASHINGTON

POST OFFICE BUILDING
PORTLAND, OREGON

January 8, 1941

Mr. R. H. Baldock
State Highway Engineer
Salem, Oregon

Dear Sir:

Reference is made to our letter of November 29, 1940, requesting receipt of a showing of comparative costs as a justification for the furnishing of ballast by the contractor instead of the railroad company on Oregon FAGM 70-A (1).

The agreement estimate is still being held in this office awaiting receipt of your reply.

Very truly yours,

W H Lynch
W. H. LYNCH
District Engineer

Information [illegible]
to PRA by Mr. Reeves
Br. Dept.
Ken

FEDERAL WORKS AGENCY
PUBLIC ROADS ADMINISTRATION
DISTRICT ONE

MONTANA
OREGON
WASHINGTON

POST OFFICE BUILDING
PORTLAND, OREGON

November 29, 1940

Mr. R. H. Baldock
State Highway Engineer
Salem, Oregon

Dear Sir:

Reference is made to your letter of November 19, 1940, forwarding proposed agreement estimate for the Nyssa Undercrossing, Oregon WPGM-FAGM 70-A (1)(Off).

We must withhold action on this estimate pending receipt of a showing of comparative costs to justify the furnishing of ballast by the contractor instead of the railroad company forces, in line with our letter of July 3, 1940. Comparison should be with preliminary estimate, not bid, prices.

The available balance of Works Program Grade Crossing funds is $10,029.25, instead of $10,029.50, as requested in the estimate. We will make make the necessary change in this office, increasing State funds accordingly.

Very truly yours,

W H Lynch

W. H. LYNCH
District Engineer

RECEIVED
NOV 22 1940
FOR FILING

FAGH 70-A-1

November 19, 1940

Mr. W. H. Lynch
District Engineer
Public Roads Administration
P. O. Box 5900
Portland, Oregon

Dear Sir:

Herewith are enclosed seven copies of estimate as basis for project agreement for the Nyssa Undercrossing Section, Project No. FAGH 70-A (1) (cn).

Very truly yours,

R. H. BALDOCK
Chief Engineer

By

S. H. Probert
Office Engineer

Dist. by J. W. Nash/ER

Encl.

Oregon State Highway Department

Federal Aid Grade Crossing
Project No. FAGM 70-A(1) (Off)

NYSSA UNDERCROSSING SECTION OF THE
OLD OREGON TRAIL HIGHWAY IN MALHEUR COUNTY

(Estimate as basis for project agreement. Based on low bid prices.)

Salem, Oregon, November 15, 1940

ROADWORK

Oiled Taper Section (Sta. 11+81 to 15+41)

All Required		Clearing and Grubbing		$ 15.00
75	cu. yds.	Trench Excavation	1.00	75.00
1,200	cu. yds.	Excavation, Single Classif.	.35	420.00
.07	mile	Finishing Roadbed and Slopes	100.00	7.00
400	lin. ft.	12" Sewer Pipe	.90	360.00
120	lin. ft.	18" Corr. Iron Pipe	1.60	192.00
560	cu. yds.	Gravel Subbase and Structure Ballast from Gravel Pits	1.00	560.00
200	cu. yds.	3/4" - 0" Material in Base and Shoulders	1.75	350.00
40	cu. yds.	Filler	.40	16.00
40	yd. mi.	Hauling Filler	.10	4.00
.07	mile	Preparation of Base	100.00	7.00
100	cu. yds.	Mineral Aggregate in Place	3.00	300.00
6.3	tons	Asphalt in Place	40.00	252.00
1.8	tons	Emulsified or RC-3 Asphalt in Seal Coat	40.00	72.00
		Subtotal		$ 2,630.00
		10% Engr. & Cont.		263.00
		Total		$ 2,893.00

Length .068 mile
Cost per mile $ 42,544.11

Portland Cement Concrete Pavement (Sta. 15+41 to 23+31)

All Required		Clearing and Grubbing		$ 35.00
620	cu. yds.	Trench Excavation	$ 1.00	620.00
27,700	cu. yds.	Excavation, Single Classif.	.35	9,695.00
21,200	yd. mi.	Truck Haul	.09	1,908.00
0.15	mile	Finishing Roadbed and Slopes	100.00	15.00
800	sq. yds.	Removal of Sidewalks	.15	120.00

700	lin. ft.	Removal of Curbs	$ .15	$ 105.00
220	lin. ft.	8" Sewer Pipe	.55	121.00
440	lin. ft.	4" Sidewalk Drain Pipe	.80	352.00
600	lin. ft.	6" Welded Steel Pipe	1.40	840.00
500	lin. ft.	8" Corr. Iron Drain Pipe	1.10	550.00
30	lin. ft.	12" Corr. Iron Drain Pipe	1.40	42.00
200	lin. ft.	8" Perforated Corr. Iron Pipe	1.30	260.00
100	lin. ft.	Furnishing and Installing 2" Water Pipe	.35	35.00
360	lin. ft.	Installing 3/4" and 2" Water Pipe	.10	36.00
370	lin. ft.	Installing 4" Water Pipe	.75	277.50
850	lin. ft.	Installing 6" Water Pipe	.75	637.50
1,600	lin. ft.	Salvaging Water Pipe	.20	320.00
6	only	Concrete Catch Basins	75.00	450.00
2	only	Concrete Manholes	85.00	170.00
120	sq. yds.	Concrete Sidewalks	1.80	216.00
1,650	cu. yds.	Gravel Subbase and Structure Ballast from Roadbed Excavation	.40	660.00
3,840	cu. yds.	Gravel Subbase and Structure Ballast from Gravel Pits	1.00	3,840.00
350	cu. yds.	3/4" - 0" Material in Base and Shoulders	1.75	612.50
150	cu. yds.	3/4" - 0" Material in Cushion Course	1.75	262.50
160	cu. yds.	Filler	.40	64.00
160	yd. mi.	Hauling Filler	.10	16.00
3,200	sq. yds.	Portland Cement Concrete Pavement	2.10	6,720.00
260	lin. ft.	3/4" Expansion Joints	.20	52.00
1,200	lin. ft.	1" Expansion Joints	.15	180.00
1,800	lin. ft.	Contraction Joints	.10	180.00
260	only	Dowels	.20	52.00
5,800	lbs.	Tie Bars and Reinforcement	.07	406.00
110	cu. yds.	Mineral Aggregate in Place	3.00	330.00
8.7	tons	Asphalt in Place	40.00	348.00
0.6	tons	Emulsified or RC-3 Asphalt in Seal Coat	40.00	24.00
1,700	cu. yds.	Class "A" Concrete	19.00	32,300.00
170,000	lbs.	Metal Reinforcement	.055	9,350.00
2,200	lbs.	Miscellaneous Metal	.15	330.00
1,350	sq. yds.	Asphalt Waterproofing	.25	337.50
1,050	lin. ft.	Steel Handrail with Concrete Posts	5.00	5,250.00
All Required		Pumping Plant		650.00
All Required		Electric Wiring and Fixtures		4,200.00
			Subtotal	$ 82,967.50
			10% Engr. & Cont.	8,296.75
			Total	$ 91,264.25

Length 0.149 mile
Cost per mile $ 612,511.74

STRUCTURE

170	cu. yds.	Gravel Ballast for Tracks	$ 1.00	$ 170.00
2,300	cu. yds.	Class "A" Concrete	19.00	43,700.00
230,000	lbs.	Metal Reinforcement	.055	12,650.00
2,200	lbs.	Miscellaneous Metal	.15	330.00
840,000	lbs.	Structural Steel	.065	54,600.00
All Required		Metal Protected Plank Deck		860.00
380	sq. yds.	Membrane Waterproofing	1.50	570.00
850	sq. yds.	Asphalt Waterproofing	.25	212.50
150	lin. ft.	Steel Handrail with Concrete Posts	5.00	750.00
220	lin. ft.	Steel Handrail with Steel Posts	4.50	990.00
				$ 114,832.50
		Work Performed by Union Pacific Company's Forces		4,055.00
		Subtotal		$ 118,887.50
		10% Engr. & Cont.		11,888.75
		Total		$ 130,776.25

SUMMARY OF FUNDS REQUESTED

Item	Total Cost	FAGM Funds	WPGM Funds	State Funds
Oiled Taper Section	$ 2,893.00	$ 2,438.00	$ 129.00	$ 326.00
Portland Cement Concrete Pavement	91,264.25	76,920.00	4,069.00	10,275.25
Structure	130,776.25	110,221.00	5,831.50	14,723.75
	$224,933.50	$189,579.00	$10,029.50	$25,325.00

State Funds for Construction: Chap. 175, laws 1917; Chap. 31, laws 1920; Chap. 529, laws 1939
State Funds for Maintenance: Chap. 529, laws 1939

RECEIVED
OCT 8 1940
FOR FILING

FROM 7-H-1

October 7, 1940

Tensen Building at Nyssa

Mr. J. M. Devers

Herewith report from Mr. Paxson with reference to the Tensen Building at Nyssa. I think you already have a carbon copy.

Is there any further information which you desire us to secure?

Will you please return one of these copies for our files?

C. B. McCullough

FORM E-30 REVISED 25M 8-40

OREGON STATE HIGHWAY COMMISSION

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
October 4, 1940

Subject: Tensen Building at Nyssa

To: Mr. C. B. McCullough
Assistant Chief Engineer
Office

Dear Sir:

In compliance with your request, Mr. Stephenson made an examination of this building in its relationship to our subway construction and reported the following data.

The building is a 2-story concrete block structure built in 1911 and is in a poor state of repair. The lower floor is unoccupied, and the second floor is used as a rooming house. A portion of the front of the building rests on an untreated 8" x 16" timber set on edge, which in turn rests on a concrete foundation wall. The timber is badly rotted and is crushing, causing a settlement of one of the concrete block piers which rest upon it. A crack in the masonry has opened up between the Tensen Building and the adjoining Van Gilse Building. A crack has also opened up in one of the concrete block piers which supports the girder carrying the second floor wall of the building.

Mr. Horn, the contractor on the Nyssa Undercrossing, contacted the City Council of Nyssa regarding the condition of the building. While the City Council did not care to condemn the structure, they notified Mr. Tensen to safeguard the structure, and Mr. Tensen hired our contractor to place some temporary supports at one corner of the building.

There is nothing about our work which should cause any damage to the building. Our excavation is some 8 feet in front of

NOTED
Asst. State Highway Engineer

the wall in question, and at the completion of the work the material between the excavation line and the building will be retained by a concrete wall. I am, however, writing to Mr. Horn and calling his attention to his responsibility for damage under our contract.

Very truly yours,

G S Paxson

G. S. Paxson
Bridge Engineer

GSP CM
cc J. M. Devers

RECEIVED
SEP 26 1940
FOR FILING

September 25, 1940

Unsafe condition of
Tensen Building

Mr. G. S. Paxson

I would like to talk to you about this subject at the earliest possible date.

Please return the correspondence.

C. B. McCullough

CBM:AP

Attached.

RECEIVED
OCT 9 1940
FOR FILING

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1940
STATE HI

STANDARD OIL COMPANY OF CALIFORNIA

SALES DEPARTMENT
R. T. VIVIAN
DISTRICT SALES MANAGER
C. C. CARPENTER
E. W. ENDTER
ASSISTANT DISTRICT SALES MANAGERS

OFFICE
OLD NATIONAL BANK BLDG.
422 RIVERSIDE AVE.
P. O. BOX 1495

SPOKANE, WASH.

70-A-1

Sept.30,1940

HENRY L. HORN
Caldwell, Idaho
Contract #2349,Prefix 23-1025
Program F.A.G.M. 70-9
Bridge #2480

Oregon State Highway Commission
Salem
Oregon

Gentlemen:

Not having been favored with a reply to our inquiries of August 23rd and September 18th, we would appreciate knowing if you can now furnish us with the detailed information concerning the contract awarded to the above contractor, in accordance with our previous requests.

The courtesy of an early response would be sincerely appreciated, and a self addressed stamped envelope is enclosed for your convenience.

Yours very truly,

STANDARD OIL COMPANY OF CALIFORNIA
R.T.VIVIAN, District Sales Manager

By ______________________
Credit Division

AHC:BAG

NOTED
D. G. DeSart

SEE THE GOLDEN GATE INTERNATIONAL EXPOSITION · MAY 25 — SEPTEMBER 29, 1940

RECEIVED
AUG 10 1940
FOR FILING

FAGM 70-B

August 9, 1940

Mr. Henry L. Horn
816 Logan Street
Caldwell, Idaho

Dear Sir:

We are forwarding to you today, by express, a fully executed copy of Contract No. 2349 which was awarded to you on July 25, 1940, for construction of the Nyssa Undercrossing on the Old Oregon Trail, in Malheur County. This is for your records and files.

Very truly yours,

STATE HIGHWAY COMMISSION

By

Secretary

DD:AM

RECEIVED
AUG 10 1940
FOR FILING

FAGM 70-A-1

August 9, 1940

United Pacific Insurance Co.
Jo Stroyan, Agent
Board of Trade Building
Portland, Oregon

Gentlemen:

We are forwarding to you today, by express, a fully executed copy of Contract No. 2349 which was awarded to Henry L. Horn on July 25, 1940, for construction of the Nyssa Undercrossing on the Old Oregon Trail, in Malheur County.

This is being forwarded to you inasmuch as you appear surety on the bond furnished by Mr. Horn in connection with this job and is for your records and files.

Very truly yours,

STATE HIGHWAY COMMISSION

By

Secretary

DD:AM

RECEIVED

FAGM 70-A-1

August 3, 1940

Clinton Bridge Works
Steel Construction
Clinton, Iowa

Attention: G. E. Wilson, President

Gentlemen:

In reply to your inquiry of July 29 you are advised that the State Highway Commission awarded the contract for the construction of the Nyssa Undercrossing, in Malheur County, to Henry L. Horn, Caldwell, Idaho.

Very truly yours,

HBG:AM

Secretary

RECEIVED
[illegible] 1940

CLINTON BRIDGE WORKS

STEEL CONSTRUCTION

CLINTON, IOWA

July 29, 1940.

Air Mail

Est. #2790
Nyssa Undercrossing,
Malheur County, Oregon.
Project F.A.G.M. 70-A (1)

Oregon State Highway Commission,
Public Service Building,
Portland, Oregon.

Gentlemen:

Will you kindly inform us with the enclosed postage the name and address of the successful contractor for constructing the above subject project?

Thank you.

Yours very truly,
CLINTON BRIDGE WORKS
G. E. Wilson
G. E. Wilson, President.

GEW:EB

RECEIVED
JUL 26 1940
FOR FILING

FLGM 70-A-1

Jule 25, 1940

Mr. Henry L. Horn
816 Logan Street
Caldwell, Idaho

Dear Sir:

We are sending you today by express four copies of Contract No. 2349 which was awarded to you by the State Highway Commission on July 25, 1940, covering the construction of the Nyssa Undercrossing, on the Old Oregon Trail Highway, Malheur County.

Kindly execute all four copies of this contract as to agreement and bond and return them to this office for approval by the State Highway Commission. When this has been done a fully executed copy will be returned to you for your records and files. We will also send an executed copy to the surety on your bond.

Your special attention is called to the paragraph under Section 7 (page 13) of the printed General Provisions, relating to the Workmen's Compensation Act. You will be expected to accept the terms of this Act and to carry on your work under this contract in strict conformance thereto.

Very truly yours,

STATE HIGHWAY COMMISSION
By

Secretary

MBL

RECEIVED
OCT 31 1940
FOR FILING

FAGM 70-A-1

July 25, 1940

Mr. Henry L. Horn
816 Logan Street
Caldwell, Idaho

Dear Sir:

Confirming my telegram to you of this date, the State Highway Commission has today awarded you the contract for construction of the Nyssa Undercrossing on the Old Oregon Trail, in Malheur County. This award was based on your low bid of $205,704.00 submitted on July 18, 1940.

Contract forms will be sent to you for execution within the next few days.

Very truly yours,

STATE HIGHWAY COMMISSION

By

Secretary

MC:AM

cc - Mr. S. H. Probert
Mr. G. S. Paxson

		ORDINARY	
LETTER		URGENT RATE	
SERIAL		DEFERRED	
NIGHT LETTER		NIGHT LETTER	
SPECIAL SERVICE		SHIP RADIOGRAM	

Patrons should check class of service desired; otherwise the message will be transmitted as a telegram or ordinary cablegram.

COPY OF WESTERN UNION TELEGRAM

SALEM OREGON JULY 25 1940

HENRY L. HORN
816 LOGAN STREET
CALDWELL, IDAHO

STATE HIGHWAY COMMISSION AWARDED YOU TODAY CONTRACT FOR CONSTRUCTION OF NYSSA UNDERCROSSING ON OLD OREGON TRAIL, MALHEUR COUNTY, BASED ON YOUR LOW BID SUBMITTED JULY 18, 1940. CONTRACT FORMS FOLLOW SHORTLY.

H.B.GLAISYER, SECRETARY
STATE HIGHWAY COMMISSION

File

FAGM 70-A(1)

THE COMPANY WILL APPRECIATE SUGGESTIONS FROM ITS PATRONS CONCERNING ITS SERVICE

SALEM, OREGON
JULY 25, 1940

W. H. LYNCH
DISTRICT ENGINEER
PUBLIC ROADS ADMINISTRATION
P. O. BOX 3900
PORTLAND, OREGON

APPLICATION OF WPGS FUNDS ON NYSSA PROJECT HAS BEEN APPROVED BY GRIFFITH AND FREED AND RAILWAY COMPANY HAS EXECUTED AGREEMENT WITH STATE. WE REQUEST CONCURRENCE IN AWARD OF CONTRACT TODAY TO HENRY L. HORN OF CALDWELL, IDAHO.

R. H. BALDOCK

FAGM 70-A-1

RECEIVED [illegible]
FOR FILING

CONFIRMATION

[illegible]ERAL WORKS AGENCY
XXXXXXXXXXXXXXXXXXXXXXXXXXXXXX

XXXXX Public Roads Administration

CLASS OF SERVICE
This is a full-rate Telegram or Cablegram unless its deferred character is indicated by a suitable symbol above or preceding the address.

WESTERN UNION

1201

SYMBOLS
DL=Day Letter
NL=Night Letter
LC=Deferred Cable
NLT=Cable Night Letter
Ship Radiogram

(07)

R. B. WHITE, PRESIDENT
NEWCOMB CARLTON, CHAIRMAN OF THE BOARD
J. C. WILLEVER, FIRST VICE-PRESIDENT

The filing time shown in the date line on telegrams and day letters is STANDARD TIME at point of origin. Time of receipt is STANDARD TIME at point of destination

PRH70 21 SER GOVT=PORTLAND ORG 25 200P

[illegible] 25 PM 2 19

R H BALDROCK =
STATE HIGHWAY ENGINEER :

:RETEL WE HEREBY CONCUR TODAY IN AWARD OF CONTRACT FOR OREGON FAGM 70-A(1) NYSSA UNDERCROSSING TO HENRY L HORN=
:LYNCH.

RECEIVED
JUL 26 1940
FOR FILING

FAGM 70-A(1).

THE COMPANY WILL APPRECIATE SUGGESTIONS FROM ITS PATRONS CONCERNING ITS SERVICE

SALEM, OREGON
JULY 25, 1940

W. H. LYNCH
DISTRICT ENGINEER
PUBLIC ROADS ADMINISTRATION
P. O. BOX 3900
PORTLAND, OREGON

APPLICATION OF WPGS FUNDS ON NYSSA PROJECT HAS BEEN APPROVED BY GRIFFITH AND FREED AND RAILWAY COMPANY HAS EXECUTED AGREEMENT WITH STATE. WE REQUEST CONCURRENCE IN AWARD OF CONTRACT TODAY TO HENRY L. HORN OF CALDWELL, IDAHO.

R. H. BALDOCK

CONFIRMATION

FEDERAL WORKS AGENCY
xxxxxxxxxxxxxxxxxxxxxxxxxxxxxx

xxxxx Public Roads Administration

8010-20 Oregon

SERIAL

Portland, Oregon
July 25, 1940

R. H. Baldock
State Highway Engineer
Salem, Oregon

RETEL WE HEREBY CONCUR TODAY IN AWARD OF CONTRACT FOR OREGON FAGM 70-A(1) NYSSA UNDERCROSSING TO HENRY L. HORN

Lynch

Charge to the account of ______ $ ______

CLASS OF SERVICE DESIRED			
DOMESTIC		CABLE	
TELEGRAM		ORDINARY	
DAY LETTER	X	URGENT RATE	
SERIAL		DEFERRED	
NIGHT LETTER		NIGHT LETTER	
SPECIAL SERVICE		SHIP RADIOGRAM	

Patrons should check class of service desired, otherwise the message will be transmitted as a telegram or ordinary cablegram.

WESTERN UNION

1317-B

R. B. WHITE
PRESIDENT

NEWCOMB CARLTON
CHAIRMAN OF THE BOARD

J. C. WILLEVER
FIRST VICE-PRESIDENT

CHECK

ACCOUNTING INFORMATION

TIME FILED

Send the following message, subject to the terms on back hereof, which are hereby agreed to

SALEM, OREGON
JULY 25, 1940

W. H. LYNCH
DISTRICT ENGINEER
PUBLIC ROADS ADMINISTRATION
P. O. BOX 3900
PORTLAND, OREGON

APPLICATION OF WPGS FUNDS ON NYSSA PROJECT HAS BEEN APPROVED BY GRIFFITH AND FREED AND RAILWAY COMPANY HAS EXECUTED AGREEMENT WITH STATE. WE REQUEST CONCURRENCE IN AWARD OF CONTRACT TODAY TO HENRY L. HORN OF CALDWELL, IDAHO.

R. H. BALDOCK

FAGM 70-A-1

CONFIRMATION

RECEIVED
JUL 26 1940
FOR FILING

FEDERAL WORKS AGENCY
XXXXXXXXXXXXXXXXXXXXXXXXXXXXXXXXXXXX

XXXXX Public Roads Administration

8010-20 Oregon

SERIAL

Portland, Oregon
July 25, 1940

RECEIVED

R. H. Baldock
State Highway Engineer
Salem, Oregon

RETEL WE HEREBY CONCUR TODAY IN AWARD OF CONTRACT FOR OREGON FAGM 70-A(1) NYSSA UNDERCROSSING TO HENRY L. HORN

Lynch

[illegible]

PAID GOVT. RATE

COMMISSIONERS
HENRY F. CABELL, CHAIRMAN, PORTLAND
E. B. ALDRICH, PENDLETON
HURON W. CLOUGH, CANYONVILLE

H. B. GLAISYER, SECRETARY

RECEIVED
JUL 29 1940

R. H. BALDOCK
STATE HIGHWAY ENGINEER
SALEM
C. B. McCULLOUGH
ASSISTANT STATE HIGHWAY ENGINEER
SALEM

OREGON STATE HIGHWAY COMMISSION
SALEM

FAGM 70-B-1

IN REPLY PLEASE
REFER TO FILE NO.

July 23, 1940

Mr Nash

Mr. W. H. Lynch
District Engineer
Public Roads Administration
Post Office Box 3900
Portland, Oregon

Attention: Mr. T. M. Davis

Dear Sir:

Herewith three copies each of Resolutions Nos. 108, 110 and 111, adopted and executed by the proper city authorities of Nyssa, relative to encroachments and traffic on the Nyssa Grade Separation Project, FAGM 70-A (1) (off).

Very truly yours,

R. H. BALDOCK
State Highway Engineer

By Cutler

Oscar Cutler
Asst. Office Engineer

OC:ME

Encl.

RECEIVED

FAGM 70-A-1

July 22, 1940

Mr. W. H. Lynch
District Engineer
Public Roads Administration
Post Office Box 3900
Portland, Oregon

Dear Sir:

It now seems apparent that there are funds remaining in the WPGS program in the amount of $10,029.25, and in order to take up this balance, we propose that it be included as federal cooperative funds for the construction of the Nyssa Grade Separation Project in Malheur County, Project FAGM 70-A (1) (Off).

The program information for the project proposed to be in the WPGS program is as follows:

Division No.- - - - - - - - 5
County- - - - - - - - - - Malheur
Proposed Project No.- - - FAGM 70-A (1) (Off),
WPGM 70-A (1) (Off)
Location of Project - - - Nyssa, Oregon
Highway - - - - - - - - - Old Oregon Trail
Type of Work- - - - - - - Grade Separation Project
Length- - - - - - - - - - 0.217 Mile
Daily Average Employment- 30
Estimated Number of Man-Hours of Direct Employment- - - - - - - - - - 90,000
Cost of Direct Employment $90,000

Materials:

Cement	6,000 bbls.	$12,000
Sand	1,200 cu. yds.	1,800
Gravel	3,600 cu. yds.	5,400
Reinforcing Steel	400,000 lbs.	12,000
Structural Steel	840,000 lbs.	42,000

Total Cost of Materials $73,200

Total Estimated Cost- - - - - - - - - - - - - - - $157,000

The amount of WPGS program funds requested is the entire unobligated balance of the WPGM funds - $10,029.25, or, if additional funds are available, the entire unobligated balance.

If this change in program meets with your approval, we will proceed at once to place the project under contract.

Very truly yours,

R. H. Baldock
State Highway Engineer

- - - - - - - - - - -

The addition of the Nyssa Grade Separation Project to the WPGS program as above requested is hereby approved.

State Administrator of Work
Projects Administration

Director of National
Emergency Council

July 3, 1940

Mr. R. H. Baldock
State Highway Engineer
Salem, Oregon

Dear Sir:

P.S.& E. documents for Oregon Federal Aid Grade Crossing Project No. FAGM 70-A (1), the Nyssa Undercrossing Section of the Old Oregon Trail, have today been recommended for approval, subject to final review and approval by the Commissioner of Public Roads. This is your authority to advertise for bids.

Reference is made to Item H, Section 5, on page 6 of the agreement between the State and the Oregon Short Line Railway Co. relative to ballast and your attention is called to our letter of November 15, 1938.

It will be necessary that the furnishing of this material by the State be justified as covered in Item 3 of the above-mentioned letter.

Copies of the usual town resolution ~~covering maintenance~~ should be forwarded with the project agreement estimate.

Very truly yours,

W. H. LYNCH
District Engineer

By

F. R. Andrews
Sr. Highway Engineer

July 2, 1940

Mr. W. H. Lynch
District Engineer
Public Roads Administration
P. O. Box 3900
Portland, Oregon

Dear Sir:

Herewith are enclosed seven copies of estimate and three copies of right of way statement for the Nyssa Section, Project No. FAGM 70-A (1) (off).

Five bid proposals and five sets of blueprint plans are being sent under separate cover.

Very truly yours,

R. H. BALDOCK
State Highway Engineer

By

S. H. Probert
Office Engineer

Dict. by J. W. Nash/ER

Encl.

Oregon State Highway Department　　Federal Aid Grade Crossing
Project No. FAGM 70-A(1) (Orr)

NYSSA UNDERCROSSING SECTION OF THE

OLD OREGON TRAIL HIGHWAY IN MALHEUR COUNTY

(Estimate to accompany plans and specifications. Not as basis for project agreement.)

Salem, Oregon, July 2, 1940

ROADWORK

Oiled Taper Section (Sta. 11+81 to 15+41)

All Required		Clearing and Grubbing		$ 200.00
75	cu. yds.	Trench Excavation	$ 1.00	75.00
1,200	cu. yds.	Excavation, Single Classif.	.40	480.00
.07	mile	Finishing Roadbed and Slopes	300.00	21.00
400	lin. ft.	12" Sewer Pipe	1.00	400.00
120	lin. ft.	12" Corr. Iron Pipe	1.00	120.00
560	cu. yds.	Gravel Subbase and Structure Ballast from Gravel Pits	.50	280.00
200	cu. yds.	3/4" - 0" Material in Base and Shoulders	1.50	300.00
40	cu. yds.	Filler	.40	16.00
40	yd. mi.	Hauling Filler	.15	6.00
.07	mile	Preparation of Base	100.00	7.00
100	cu. yds.	Mineral Aggregate in Place	3.00	300.00
6.3	tons	Asphalt in Place	25.00	157.50
1.8	tons	Emulsified or RC-3 Asphalt in Seal Coat	25.00	45.00
			Subtotal	$ 2,407.50
			10% Engr. & Cont.	240.75
			Total	$ 2,648.25

Length　.068 mile
Cost per mile　$ 38,944.85

Portland Cement Concrete Pavement (Sta. 15+41 to 23+31)

All Required		Clearing and Grubbing		$ 400.00
620	cu. yds.	Trench Excavation	$ 1.00	620.00
27,700	cu. yds.	Excavation, Single Classif.	.40	11,080.00

21,200	yd. mi.	Truck Haul	$ .12	$ 2,544.00
0.15	mile	Finishing Roadbed and Slopes	300.00	45.00
800	sq. yds.	Removal of Sidewalks	.20	160.00
700	lin. ft.	Removal of Curbs	.10	70.00
220	lin. ft.	8" Sewer Pipe	.60	132.00
440	lin. ft.	4" Sidewalk Drain Pipe	1.00	440.00
600	lin. ft.	8" Welded Steel Pipe	1.50	900.00
500	lin. ft.	8" Corr. Iron Drain Pipe	.80	400.00
30	lin. ft.	12" Corr. Iron Drain Pipe	1.00	30.00
200	lin. ft.	8" Perforated Corr. Iron Pipe	1.00	200.00
100	lin. ft.	Furnishing & Installing 2" Water Pipe	.40	40.00
360	lin. ft.	Installing 3/4" and 2" Water Pipe	.20	72.00
370	lin. ft.	Installing 4" Water Pipe	.40	148.00
850	lin. ft.	Installing 6" Water Pipe	.50	425.00
1,600	lin. ft.	Salvaging Water Pipe	.10	160.00
6	only	Concrete Catch Basins	20.00	120.00
2	only	Concrete Manhole	100.00	200.00
120	sq. yds.	Concrete Sidewalks	1.50	180.00
1,650	cu. yds.	Gravel Subbase and Structure Ballast from Roadbed Excavation	.40	660.00
3,840	cu. yds.	Gravel Subbase and Structure Ballast from Gravel Pits	.50	1,920.00
350	cu. yds.	3/4" - 0" Material in Base and Shoulders	1.50	525.00
150	cu. yds.	3/4" - 0" Material in Cushion Course	1.50	225.00
160	cu. yds.	Filler	.40	64.00
160	yd. mi.	Hauling Filler	.15	24.00
3,200	sq. yds.	Portland Cement Concrete Pavement	2.10	6,720.00
260	lin. ft.	3/4" Expansion Joints	.20	52.00
1,200	lin. ft.	½" Expansion Joints	.10	120.00
1,800	lin. ft.	Contraction Joints	.03	54.00
260	only	Dowels	.20	52.00
5,800	lbs.	Tie Bars and Reinforcement	.06	348.00
110	cu. yds.	Mineral Aggregate in Place	3.00	330.00
8.7	tons	Asphalt in Place	25.00	217.50
0.6	tons	Emulsified or RC-3 Asphalt in Seal Coat	25.00	15.00
1,700	cu. yds.	Class "A" Concrete	21.00	35,700.00
170,000	lbs.	Metal Reinforcement	.05	8,500.00
2,200	lbs.	Miscellaneous Metal	.30	660.00
1,350	sq. yds.	Asphalt Waterproofing	.25	337.50
1,050	lin. ft.	Steel Handrail with Concrete Posts	5.00	5,250.00

All Required	Pumping Plant	$ 1,600.00
All Required	Electric Wiring and Fixtures	4,000.00

Subtotal	$ 85,740.00
10% Engr. & Cont.	8,574.00
Total	$ 94,314.00

Length	0.149 mile
Cost per mile	$ 63,297.98

STRUCTURE

170	cu. yds.	Gravel Ballast for Tracks	$ .50	$ 85.00
2,300	cu. yds.	Class "A" Concrete	21.00	48,300.00
230,000	lbs.	Metal Reinforcement	.05	11,500.00
2,200	lbs.	Miscellaneous Metal	.30	660.00
840,000	lbs.	Structural Steel	.08	67,200.00
All Required		Metal Protected Plank Deck		500.00
380	sq. yds.	Membrane Waterproofing	2.50	950.00
850	sq. yds.	Asphalt Waterproofing	.25	212.50
150	lin. ft.	Steel Handrail with Concrete Posts	5.00	750.00
220	lin. ft.	Steel Handrail with Steel Posts	5.00	1,100.00
				$131,257.50
Work Performed by Union Pacific Company's Forces				4,055.00
		Subtotal		$135,312.50
		10% Engr. & Cont.		13,531.25
		Total		$148,843.75

SUMMARY OF FUNDS REQUESTED

Item	Total Cost	FAGM Funds	State Funds
Oiled Taper Section	$ 2,648.25	$ 2,042.00	$ 606.25
Portland Cement Conc. Pav't	94,314.00	72,740.00	21,574.25
Structure	148,843.75	114,797.00	34,046.75
	$ 245,806.00	$ 189,579.00	$ 56,227.00

NYSSA UNDERCROSSING SECTION

PROJECT NO. FAGM 79-A (1) (OTT)

Work to Be Performed by Union Pacific Company's Forces

	Quantity	Unit	Unit Cost	Labor	Material or Transportation Charges	Total
Engineering and Inspection				$ 1,670	$ 440	$ 2,110
Relay Rail and Switches						
Rail - 2621 L.F. SH 90# ARA	35.10	G.T.	$ 16.80		590	
Other track material	lot				807	
Relay rail				520	30	1,947
Remove and restore track over subway				340		340
Restore Ballast				500	300	800
Rearrange telegraph line				50	10	60
Rearrange signal line & bond track				300	300	600
Temporary Crossover						
Switch ties	2	Sets	110.00		220	
Cross ties	20	Ea.	1.15		23	
Rail, S. H.	4.82	G.T.	16.80		81	
S.H. Switches	2	Ea.	130.00		260	
S.H. Frogs	2	Ea.	74.00		148	
Other track mat'l	Lot				142	
Lay and remove track & switches				400		1,274
Renew ties					100	100
Renew Other Track Material					59	59
						7,290
Less Est. Value of Material Released						1,390
						5,900
Elmwood Street Detour Crossing						
Crossing Plank and shims, untr.	1.8	MBM	22.00		40	
Hardware	Lot				5	
Labor				35		80
Move and install SH wig wag signal on temporary foundation				125	35	160

	Quantity	Unit	Unit Cost	Labor	Material or Transportation Charges	Total
Freight House Planking, Tracks 3 and 4						
Plank and shims	.6	MBM	22.00	$	$ 13	$
Hardware	Lot				2	
Labor	[illegible]	[illegible]	[illegible]	10		25
	[illegible]	[illegible]	[illegible]			$ 265
				Total		$ 6,165

[illegible]

[illegible]

[illegible]

[illegible]

NYSSA UNDERCROSSING SECTION

PROJECT NO. FAGM 70-A (1) (OFF)

While negotiations for right of way are in progress, some three parcels have not been acquired, nor has the right to occupy and use these parcels been secured, but it is now believed that all necessary right of way can be made fully available within 12 days.

R. H. BALDOCK
State Highway Engineer

By

S. H. Probert
Office Engineer

July 2, 1940

April 8, 1940

Mr. R. H. Baldock
State Highway Engineer
Salem, Oregon

Dear Sir:

Reference is made to Mr. Paxson's letter of March 4th submitting copies of a proposed agreement between the State and the City of Nyssa covering the reconstruction of the water system made necessary by the construction of Oregon FAGM 70-A (1), the Nyssa undercrossing.

It is understood that the contractor constructing the grade separation structure is to remove certain lines of water pipe and place new pipe, furnished by the city, on the new location. The new pipe is to be furnished without cost to the State or Federal government and the salvaged pipe after removal remains the property of the city.

We are advised that, under these circumstances, prior approval under Section 2 of Regulation 8 is not necessary.

Very truly yours,

W. H. LYNCH
District Engineer

February 24, 1940

Memorandum to G. S. Paxson:

An estimate of the reimbursable items involved in the opening of a grade crossing at Reece Avenue in Nyssa is as follows:

Items of work to be performed by city forces:			
1.	Removal and replacement of a fire hydrant		$ 50.00
Items of work to be performed by railroad forces:			
1.	Removal of existing buildings		250.00
2.	Removal of telegraph pole		50.00
3.	Place plank roadway over railroad roadbed 6000 FBM lumber at $50		300.00
4.	Move crossing signal from Main Street to Reece Avenue		250.00
Items of work to be performed by State:			
1.	Grading and surfacing Reece Avenue		
	Earthwork, 600 cubic yards at $0.40	$240.00	
	Rock base, 150 cubic yards at $1.50	225.00	
	Oiled surface	200.00	
			665.00
	Total		$1,565.00

M. Stephenson
Bridge Construction Engineer

RECEIVED
[illegible] 21 [illegible]
FO[illegible]

Const
Projects
Grade Crossings

February 20, 1940

Mr. G. S. Paxson

I wish you would give me as close an estimate as possible of the cost of opening up the grade crossing on Reese Avenue at Nyssa.

I would also like to have a list of any known reimbursible items involved in this crossing, if there are any.

C. B. McCullough

(12)

Form E-30—Revised—25M—8-39

OREGON STATE HIGHWAY COMMISSION

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
January 4, 1940

Const
Projects
Grade Crossings

Subject: Nyssa Project

To: Mr. H. B. Glaisyer,
Office.

Dear Sir:

Will you please place on the agenda for discussion at the next meeting the Nyssa underpass.

I have a communication from the Union Pacific Company that I want to call to the attention of the Commission.

Yours very truly,

J. M. Devers

J. M. DEVERS

JMD:PW

R.

RECEIVED

FOR [illegible]

Form E-30—Revised [illegible]

(11-2)

OREGON STATE HIGHWAY COMMISSION

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
October 30, 1939

FH-M 72-H-1

Subject: Proposed agreement,
Nyssa Undercrossing

To: Mr. R. H. Baldock
State Highway Engineer
Office

Dear Sir:

Herewith three copies of the proposed agreement between the State Highway Commission and the City of Nyssa covering revisions to the municipally-owned water system at the site of the proposed Nyssa Undercrossing. You will note that in this agreement the City has agreed to furnish at its own expense all the material for the new system and take over the material in the present system. The work will be done by our contractor as part of his contract and therefore there will be no cash reimbursement made to the City. This is in accord with the federal rules concerning such matters.

This has been executed by the City officials and is ready for execution by the Highway Commission.

Very truly yours,

G. S. Paxson
Bridge Engineer

GSP CM
Attached
cc H. B. Glaisyer ✓

A

Form 30-1 (Last Sheet)

[illegible] C. S. 25M—10-38

WORK ORDER AUTHORITY—Detail of Estimated Expenditures

UNION PACIFIC RAILROAD COMPANY

SHEET ____ OF ____ SHEETS

Engineering DEPARTMENT Idaho DIVISION Sept. 29, 1939

LOCATION: Nyssa, Oregon.

DESCRIPTION: Relay 2588 lin. ft. S.H. 70# rail and 2 switches with 2621 ft. of S.H. 90# rail and 2 switches. Take up and replace track over subway. Construct & remove temporary crossover. Rearrange telegraph & signal lines.

President's No. ____
____ ____
Valuation Section No. ____
Department No. ____

R. and E. ACCT. No.	*DESCRIPTION	QUANTITY	UNIT	UNIT COST	LABOR	MATERIAL OR TRANSPORTATION CHARGES	TOTAL CHARGEABLE TO	
							INVESTMENT ACCOUNT	OPERATING EXPENSES
							~~STATE OF OREGON~~	
	Engineering and Inspection				1670	440	2110	
	Relay Rail and Switches							
	Rail - 2621 L.F.							
	SH 90# ARA	35.10	G.T.	16.80		590		
	Other track material, lot					807		
	Relay rail				520	30	1947	
	Remove and restore track over subway				340		340	
	Restore Ballast				500	300	800	
	Rearrange telegraph line				50	10	60	
	Rearrange signal line & bond track				300	300	600	
	Temporary Crossover							
	Switch ties	2	Sets	110.00		220		
	Cross ties	20	Ea.	1.15		23		
	Rail, S. H.	4.82	G.T.	16.80		81		
	S.H. Switches	2	Ea.	130.00		260		
	S.H. Frogs	2	"	74.00		148		
	Other track matl.	Lot				142		
	Lay and remove track & switches				400		1274	
	Renew ties					100	100	
	Renew Other Track Material					59	59	
							7290	
	Less Est. Value of Material released						1390	
	TOTAL	-	-	-			5900	

Total Estimated Expenditure - - - - - - - - - - - - - - - - $____

Estimate By____
Date____193__ } Approved____ Approved____

*When labor or material is chargeable to both Investment Account and Operating Expenses show items separately.

Form 30-1 (First of intermediate Sheet)

C. S.
7-37-20M—U

SHEET _____ OF _____ SHEETS

WORK ORDER AUTHORITY—Detail of Estimated Expenditures

UNION PACIFIC RAILROAD COMPANY

________ DEPARTMENT ________ DIVISION ________ 193__

LOCATION: Nyssa, Oregon.

DESCRIPTION: Move S.H. wig wag from Main Street to Ehrgood Street and install on temporary foundation. Plank 4 tracks 30 feet wide. Plank tracks 3 & 4 30 ft. wide to serve freight house during construction.

Exec. Vice-Pres. No. ________
State ________
Valuation Section No. ________
Department No. ________

R. and E. ACCT. No.	DESCRIPTION	QUANTITY	UNIT	UNIT COST	LABOR	MATERIAL OR TRANSPORTATION CHARGES	TOTAL CHARGEABLE TO	
							~~INVESTMENT ACCOUNT~~	OPERATING EXPENSES
							~~State of~~ Oregon.	
	Ehrgood Street Detour Crossing							
	Crossing Plank and shims, untr.	1.8	MBM	22.00		40		
	Hardware	Lot				5		
	Labor				35		80	
	Move and install SH wig wag signal on temporary foundation				125	35	160	
	Freight House Planking, Tracks 3 and 4							
	Plank and shims	.6	MBM	22.00		13		
	Hardware	Lot				2		
	Labor				10		25	
				~~TOTAL~~			265	
				Total		$	6165—	

[illegible]

September 7, 1939.

C. B. McCullough

G. S. PAXSON

Nyssa Crossing.

In connection with the Nyssa Crossing, the Commission authorized negotiations with the City to obtain approval of the necessary grade changes. They also authorized the Right of Way Department to secure the necessary options.

I presume that Mr. Cutler will take care of contacting the City in regard to grade change ordinances. Will you please contact him and see that this matter is taken care of?

FORM 2-1 1500 10-38

COMMISSIONERS
HENRY F. CABELL, CHAIRMAN, PORTLAND
E. B. ALDRICH, PENDLETON
F. L. TOU VELLE, JACKSONVILLE

H. B. GLAISYER, SECRETARY

R. H. BALDOCK
STATE HIGHWAY ENGINEER

G. S. PAXSON
BRIDGE ENGINEER

OREGON STATE HIGHWAY COMMISSION
BRIDGE DEPARTMENT
SALEM

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FEB 14 1939
FOR FILING

Const
Projects
Grade Crossings

February 13, 1939

Mr. W. C. Williams
Division Engineer
Highway Department
La Grande, Oregon

NOTED
Asst. State Highway Engineer

Dear Sir:

I believe that the determination of the water table elevation at the Nyssa Undercrossing site is of sufficient importance to justify the $125.00 expenditure for a test pit. Expenditures of this nature are chargeable to survey expense and should be charged to that account.

Very truly yours,

G. S. Paxson
Bridge Engineer

GSP CM
cc C. B. McCullough ✓

FORM F 74-1 2M 8-38

COMMISSIONERS
~~HENRY~~ F. CABELL, CHAIRMAN, PORTLAND
E. B. ALDRICH, PENDLETON
F. L. TOU VELLE, JACKSONVILLE

H. B. GLAISYER, SECRETARY

R. H. BALDOCK
STATE HIGHWAY ENGINEER
SALEM

OREGON STATE HIGHWAY COMMISSION
OFFICE OF W. C. WILLIAMS, DIVISION ENGINEER
LA GRANDE, OREGON

RECEIVED
FEB 13 1939

RECEIVED
FEB 13 1939
OREGON
STATE HIGHWAY COMMISSION

February 11, 1939

IN REPLY PLEASE
REFER TO FILE NO.

Mr. R. H. Baldock
State Highway Engineer
Oregon State Highway Commission
Salem, Oregon

NOTED
Asst. State Highway Engineer

Attention Mr. G. S. Paxson, Bridge Engineer

Dear Sir:

Some time ago you requested that we take periodic readings of the elevation of the water table at the site of the proposed Nyssa undercrossing. At the time, I thought there was a test hole at the location and made arrangements with Resident Engineer Chidsey to take the readings at periodic intervals.

I now find that the test hole that was excavated by Mr. Crane was backfilled, so that it was necessary to excavate another test hole. The water table is some 12 or 14 feet below the ground, so that it will be necessary to crib the excavated test hole and fence around it to keep anything from falling in. The cost of the excavating and cribbing will be approximately $125.00. Please advise if you approve this expenditure and what type of order I should prepare to cover the same.

Very truly yours

W. C. WILLIAMS
Division Engineer

WCW:MA

cc R. H. Baldock

CONTRACT #2350 Maint. - Ferries - Wilsonville

1940

2350 Maint. - Ferries - Wilsonville

Wilson

CONTRACT # [redacted] 2351

6-1110 Bunker Hill Slide Drainage 1940
Ditch, Oregon Coast Hwy.
#2351

RECEIVED
MAR 26 1941
FOR FILING

6-1110

March 25, 1941

Mr. Martin Peterson

Florence, Oregon

Dear Sir:

At the meeting of the State Highway Commission held on December 3, 1940, the following action was taken on your request for extension of time:

Martin Peterson, Contract No. 2351, for construction of a slide drainage ditch on the Bunker Hill Section of the Oregon Coast Highway, in Coos County, requested an extension of time of 31 days, from September 30 to October 31, 1940, within which to complete this project. He alleged that his original contract for this work was completed before the expiration of the specified time limit and that the extension of time required is simply to allow him time to complete other work ordered by the Engineer. The Engineer advised that the reason given by the contractor for failure to complete this project within the specified time limit is correct. He recommended, in view thereof, that the extension of time requested be granted without penalty. The Commission approved the recommendation.

Very truly yours,

OREGON STATE HIGHWAY COMMISSION

By

Secretary

PO

cc Mr. K. D. Lytle
Roseburg, Oregon

R.H. Baldock

6-1110

RECEIVED
FOR FILING

March 3rd, 1941

NOTED
State Highway Engineer

FINAL COST ANALYSIS
Bunker Hill Slide Drainage Ditch Section
Oregon Coast Highway in Coos County
Contract 2351 Prefix 6-1110

Martin Petersen, Contractor A. J. Ford, Resident Engineer

Item	Cost	Quantity	Unit Cost	Unit Bid	Gross Revenue
Clearing & Grubbing	$82.77	100%	$82.77	$250.00	$250.00
Excavation, Single Class	2,892.81	16,860.9 cu. yd.	0.172	0.29	4,889.66
Truck Haul	3,306.06	25,629.5 yd. mi.	0.129	0.12	3,075.54
PA #1, Excavation - Single Class	488.49	3,192.5 cu. yd.	0.153	0.29	925.83
PA #1, Truck Haul	394.70	3,014.3 yd. mi.	0.131	0.12	361.72
	$7,164.83				$9,502.75

Gross Revenue	$9,502.75
Total Cost	7,164.83
Net Profit	$2,337.92

Net Profit Equals 24.6% of Gross Revenue

Contract 2351

Details of Cost

Labor:			
Supervision		$329.88	
Labor		2,064.84	
State Industrial Accident	5% of P/R	119.74	
Unemployment Compensation	3% of P/R	71.84	
Old Age Benefit	1% of P/R	23.95	
			$2,610.25
Miscellaneous:			
Equipment Rental (Incl. Repairs)		$2,698.15	
Gas, Oil & Grease		1,440.50	
Lumber		79.04	
Miscellaneous Expenses		135.97	
Overhead Expense		105.89	
Bond		95.03	
			4,554.58
Total Cost			$7,164.83

Contract 2153

REMARKS:

This was a "State Project" and consisted of the construction of a drainage ditch at the top of a slide area. The contract was bid and awarded August 22nd. Work was started September 3rd, and completed October 5th. Additional work was done by price agreement, and this was completed October 22nd, 1940.

Clearing and grubbing was very light and consisted of removing some debris and cutting and burning small brush and tussocks.

An RD-6 cat and dozer cut the ditch and pushed the excavation material down to a 3/8 cu. yd. gas shovel standing on the level of the adjacent highway. The dozer worked on a grade varying from 12% to 20%. The material was sandy clay, about half of the yardage being very wet. However, the shovel loaded it rapidly into 3-yard and 4-yard trucks, which hauled to the fill. A hired RD-6 cat and dozer was used part time to spread the material in embankment stockpiles. A flagman was used part time at the dump.

The price agreement was made to handle additional yardage of the same kind and in the same manner as the original quantities.

The equipment used was well adapted to the job, and the method of handling the material proved highly successful so that the contractor was able to make a substantial profit.

E. H. Clymer
Cost Analyst

By . . M. G. Smith

6

RECEIVED
JAN 3 1941
FOR FILING

[illegible] - 1110

January 2, 1941

American Surety Company of New York
W. A. King, Agent
Board of Trade Building
Portland, Oregon

Gentlemen:

You are advised that state highway contract No. 2351 for construction of drainage ditch on the Bunker Hill Section of the Oregon Coast Highway, in Coos County, has been completed and that final payment to the contractor, Martin Peterson, will be made on or after January 13, 1941.

The state is not advised of any unpaid claims for labor or materials, or of the existence of any claims, debts, dues or demands incurred in the performance of such work and remaining unsatisfied, and you are advised that the state assumes no responsibility for any such claims should there be any.

This notice is served upon you since you appear as surety on the bond furnished by the contractor. Kindly acknowledge receipt of this letter.

For your information we wish to advise that the total amount paid the contractor in connection with this contract will be $9,443.34, and that no force account work was performed therein.

Very truly yours,

STATE HIGHWAY COMMISSION

By

Secretary

DD:AM

NOTED
D. G. DeSart

RECEIVED
DEC 2 1940
FOR FILING

6-1112

November 29, 1940

AMERICAN SURETY COMPANY OF NEW YORK
W. A. King, Local Agent
Board of Trade Building
Portland, Oregon

Gentlemen:

You are advised that it is the intention of the State Highway Commission to make semi-final payment to Martin Petersen on Contract No. 2351, Bunker Hill Section of the Oregon Coast Highway, in Coos County - construction of slide drainage ditch. This payment, in the amount of $1,325.75, will be made on or after December 9, 1940. The retained percentage is $671.25.

The state is not advised of any unpaid claims for labor or materials, or of the existence of any claims, debts, dues, or demands incurred in the performance of such contract and remaining unsatisfied, and you are advised that the state assumes no responsibility for any such claims should there be any.

Kindly acknowledge receipt of this letter.

Very truly yours,

STATE HIGHWAY COMMISSION

By
Secretary

DOD:MBL

NOTED
D. G. DeSart

Form E-1—5M—3-40

OREGON STATE HIGHWAY COMMISSION
FIELD ENGINEER'S WEEKLY REPORT
FOR CONSTRUCTION PROJECTS ONLY

For Week Ending Nov. 16, 1940, 19

Section Bunker Hill

Kind of work Slide Drainage Ditch

Highway Oregon Coast

Section prefix 6 - 1110

Contractor Martin Peterson

Contract number 2351

Date of contract Aug. 22, 1940, 19

Date of completion Sept. 30, 1940, 19

Extension granted to Oct. 31st, 40

Date work started Sept. 3, 1940, 19

Estimated date of completion Oct. 21, 1940, 19

Amount of contract $ 8,950.00

Per cent of time elapsed 100 + %

Estimated cost of completed project, exclusive of engineering $ 9,500.00

Per cent of contract completed, based on total contract price 100 %

Engineering cost to date, $ 630.00, 7 %

Date project was completed, 19

General information covering progress of work by party and by contractor, important development, instructions to contractors, instructions from Division Engineers, exchanges in personnel of party, etc.:

Contract is completed and the semi-final estimate submitted as of the 15th.

FINAL REPORT

NOTED

Signed C. C. Gall,

Address Marshfield, Ore.

Mail original copy to Salem and duplicate copy to Division Engineer on Saturday of each week, retain triplicate copy for your own file

	GRADING	SURFACING	MAINTENANCE MATERIALS	OIL AND BITUMINOUS MACADAM	PAVING
Miles in project	Slide				
Miles partially completed	All				
Miles completed	"				
Total estimated quantities	20,050				
Estimated quantities moved or placed to date	All				
Average daily quantities					
Average daily quantities necessary to complete project on time	Completed				
Number shifts per day					
Hours per shift					
Average force on project for week	None				

Percentages of men employed on contract to be secured from:

.... County, ...%; .... County, ...%; .... County, ...%; .... County, ...%

	NUMBER USED AND SECURED FROM					CONTRACTOR'S KEY MEN, ETC.	TOTAL
	COUNTY	COUNTY	COUNTY	COUNTY	OTHER SOURCES		
Men							
Men and teams							
Men and trucks under 3 tons							
Men and trucks over 3 tons							
Men and tractors							

Equipment used during week: Shovels ...., Power graders ...., Rollers ...., Mixers ...., Crushing or screening plants ....,

Compressors ...., Bulldozers ...., Sheet-foot rollers ...., ..., ..., ...

	WEATHER	HRS. DELAY	CAUSE OF DELAY
Sunday	Rain		
Monday	"		
Tuesday	FAIR		
Wednesday	"		
Thursday	"		
Friday	"		
Saturday	"		

STATE PRINTING DEPT.

RECEIVED
SEP 12 1940
FOR FILING

6-1110

September 11, 1940

Mr. Martin Petersen
Florence, Oregon

Dear Sir:

We are sending you today by express a fully executed copy of Contract No. 2351 which was awarded to you by the State Highway Commission on August 22, 1940, covering the construction of the Bunker Hill Slide Drainage Ditch on the Oregon Coast Highway, in Coos County.

This copy is for your records and files. We are also sending an executed copy to the surety on your bond.

Very truly yours,

STATE HIGHWAY COMMISSION
By

Secretary

MEL

RECEIVED
SEP 12 1940
FOR FILING

6-111

September 11, 1940

AMERICAN SURETY COMPANY OF NEW YORK
W. A. King, Resident Agent
Yeon Building
Portland, Oregon

Gentlemen:

We are sending you today by express a fully executed copy of Contract No. 2351 which was awarded to Martin Petersen by the State Highway Commission on August 22, 1940, covering the construction of the Bunker Hill Slide Drainage Ditch on the Oregon Coast Highway, in Coos County.

This copy is for your records and files, inasmuch as you are surety for the contractor on this job.

Very truly yours,

STATE HIGHWAY COMMISSION
By

Secretary

MBL

RECEIVED
AUG 27 1940
FOR FILING

6-110

August 26, 1940

Mr. Martin Petersen
Florence, Oregon

Dear Sir:

We are sending you today by express four copies of Contract No. 2351 which was awarded to you by the State Highway Commission on August 22, 1940, covering the construction of a slide drainage ditch on the Bunker Hill Section of the Oregon Coast Highway, in Coos County.

Kindly execute all four copies of this contract as to agreement and bond and return them to this office for approval by the State Highway Commission. When this has been done a fully executed copy will be returned to you for your records and files. We will also send an executed copy to the surety on your bond.

Your special attention is called to the paragraph under Section 5 (page 14) of the printed General Provisions, relating to the Workmen's Compensation Act. You will be expected to accept the terms of this Act and to carry on your work under this contract in strict conformance thereto.

Your attention is also called to the second page of the mimeographed Additional Special Provisions immediately following page No. 16 and containing a paragraph relating to payment by the contractor of amounts due hospital associations, et cetera.

Very truly yours,

STATE HIGHWAY COMMISSION
By

Secretary

MHL

NOTED
D. G. DeSart

RECEIVED
AUG 26 1940
FOR FILING

6-1110

August 24, 1940

Mr. Martin Peterson
Florence, Oregon

Dear Sir:

The State Highway Commission on August 22, 1940, awarded you the contract for the construction of the Bunker Hill Slide Drainage Ditch on the Oregon Coast Highway in Coos County. This award was based on your low bid of $8,950.00, submitted on that date.

Contract forms will be sent to you for execution within the next few days.

Very truly yours,

Secretary

rs

cc - Mr. S. H. Probert
Mr. C. S. Paxson

CONTRACT # [redacted] 2352

FA 119-A-2 Brookings Sec., Oregon Coast 1940
Hwy. (Grad. & Surf.)
#2352

RECEIVED
JAN 27 1942
FOR FILING

119-a-2

R

January 26, 1942

Honorable Earl Snell
Secretary of State
Salem, Oregon

Dear Sir:

This acknowledges receipt of your letter of January 24, 1942, enclosing copies of notices of claims which have been filed in your office by the Collins Concrete & Steel Pipe Company against the bond taken from A. Milne, principal, and U. S. Fidelity & Guaranty Company, surety, in connection with the following state highway contracts:

✓ No. 2352	Brookings Section of the Oregon Coast Highway, in Curry County	$273.39
No. 2360	South Newport Section of the Oregon Coast Highway, in Lincoln County	704.38
No. 2421	Boardman-Stanfield Section, Old Oregon Trail, in Morrow County	216.00

In accordance with our usual practice, we are today notifying the bonding company and the contractor that this claim has been filed.

Yours very truly,

OREGON STATE HIGHWAY COMMISSION

By

Secretary

[illegible]

NOTED
D . DeSart

January 26, 1942

U. S. Fidelity & Guaranty Co.
Lloyd H. Trantow
1816 S. E. 51st Street
[redacted], Oregon

Gentlemen:

Attached hereto is a copy of a claim in the amount of $273.39, which has been filed in the office of the Secretary of State by the Collins Concrete and Steel Pipe Company against the bond taken from A. Milne in connection with state highway contract No. 2352, for grading and bituminous macadam construction on the Brookings Section of the Oregon Coast Highway, in Curry County.

Very truly yours,

OREGON STATE HIGHWAY COMMISSION

By

Secretary

RS

cc - A. Milne
7253 N. E. Broadway
Portland, Oregon

NOTED
D. DeSart

Portland, Oregon
January 23, 1942

Secretary of State
State Highway Commission
Salem, Oregon

Gentlemen:

Notice is hereby given that the Collins Concrete and Steel Pipe Co., an Oregon corporation, has a claim for materials furnished in the sum of $273.39 against the A.A. Milne Construction Co. and the United States Fidelity and Guarantee Company, a Maryland corporation, for work in connection with Brookings Section of the Oregon Coast Highway.

Very truly yours,

COLLINS CONCRETE AND STEEL PIPE CO.

By J. J. Collins
President

Endorsed: File No. 3030
Filed January [illegible], 1942
EARL SNELL, Secretary of State

R

RECEIVED
DEC 23 1941
FOR FILING

119-A-2

December 22, 1941

U. S. Fidelity & Guaranty Co.,
McCollister & Cambell
300 Central Building
Seattle, Washington

Gentlemen:

We have received through the office of the Secretary of State copies of a notice of claim by A. S. Wallace in the amount of $6,556.09 against A. Milne, for grading and bituminous construction on the Brookings Section of the Oregon Coast Highway, being State Highway contract No. 2352.

Inasmuch as you are surety for the contractor on this job, we hand you herewith, for your information and such action as is necessary, a copy of this notice of claim.

Very truly yours,

STATE HIGHWAY COMMISSION

By

Secretary

KR

cc: A. Milne
7253 N. E. Broadway
Portland, Oregon

NOTED
D DeSart

December 22, 1941

Honorable Earl Snell
Secretary of State
CAPITOL

Dear Sir:

This acknowledges receipt of your letter of December 20, 1941, enclosing three copies of a notice of claim by A. S. Wallace in the amount of $6,556.09 against A. Milne for rock produced in connection with State Highway contract No. 2352, for grading and bituminous macadam construction on the Brookings Section of the Oregon Coast Highway, in Curry County.

We have noted this claim in our records of this job and will today forward to the contractor and his surety copies of the notice thereof.

Very truly yours,

STATE HIGHWAY COMMISSION

By

Secretary

KR

NOTED
D DeSart

Swisshome, Oregon
December 12, 1941

REGISTERED MAIL

Hon. Earl Snell
Secretary of State
Salem, Oregon

Dear Sir:

Notice is hereby given that the undersigned, A. S. Wallace, has a claim for rock produced in the sum of $6,556.09, against A. Milne Construction Company and the United States Fidelity and Guaranty Company as their surety, such rock having been furnished and used in the grading and surfacing on Brookings Section of Oregon Coast Highway, covered by state contract No. 2352.

Yours very truly,

A. S. WALLACE

LK

Endorsed: File No. 3019
Filed December 20, 1941
EARL SNELL, Secretary of State

EARL SNELL
SECRETARY OF STATE
SALEM, OREGON

December 20, 1941

Oregon State Highway Commission
Salem, Oregon

Gentlemen: Attention Mr. H B.Glaisyer

There are enclosed for your information and files, three copies of a notice of claim by A. S.Wallace for $6556.09 against the bond taken from A. Milne Construction Company, principal, and U. S. Fidelity & Guaranty Co., surety, for work on the Brookings Section of the Oregon Coast Highway, contract No. 2352, which was received and filed today.

Please acknowledge receipt of the copies in order to complete our files.

Very truly yours,

Earl Snell

Secretary of State

S:FM
encs.3

R.H. Baldock

113-P-2

December 1st, 1941

RECEIVED
DEC 8 1941
FOR FILING

FINAL COST ANALYSIS
Brookings Section
Oregon Coast Highway in Curry County

Contract 2352 Prefix 8-1101

A. Milne, Contractor P. P. Whitmore, Resident Engineer

Item	Cost	Quantity	Unit Cost	Unit Bid	Gross Revenue
Clearing & Grubbing	$857.12	100%		$1000.00	$1,000.00
Trench Excavation	1,828.55	1,548.3 cu. yd.	$1.18	1.25	1,935.38
Excav., Single Class	16,281.36	43,294.6 " "	0.376	0.35	15,153.11
Truck Haul	2,411.08	14,960 yd. mi.	0.161	0.15	2,244.00
Finishing Roadbed & Slopes	349.70	0.73 mi.	479.04	400.00	292.00
Rounding Cutbanks	153.27	1,460 lin. ft.	0.105	0.10	146.00
12" Sewer Pipe	814.43	929 " "	0.877	1.00	929.00
15" " "	1,142.44	821 " "	1.39	1.50	1,231.50
18" Concrete Pipe	331.88	159 " "	2.09	2.25	357.75
24" " "	158.62	54 " "	2.94	3.00	162.00
30" " "	309.06	81 " "	3.82	4.00	324.00
6" Wood Pipe	312.49	347 " "	0.901	1.00	347.00
8" " "	369.03	358.5 " "	1.03	1.40	501.90
Salvaging Culvert Pipe	154.75	265 " "	0.584	0.50	132.50
Adjusting Manholes	14.60	2	7.30	10.00	20.00
Removal of Manhole	36.47	1	36.47	25.00	25.00
Moving Hydrant	14.51	100%		10.00	10.00
Concrete Catch Basins	280.32	10	28.03	25.00	250.00
Special Concrete Manholes	220.42	2	110.21	80.00	160.00
Standard " "	257.50	2	128.75	90.00	180.00
Concrete Curbs & Gutters	2,993.43	161.031 cu. yd.	18.59	20.00	3,220.62
Concrete in Stairways	323.75	12.261 " "	26.41	20.00	245.22
Class "A" Concrete	2,290.51	91.468 " "	25.04	25.00	2,286.70

Brookings Section Final Cost Analysis.

Item	Cost	Quantity	Unit Cost	Unit Bid	Gross Revenue
Metal Reinforcement	$659.85	12,842 lbs.	$0.051	$0.06	$770.52
Hand Placed Rock Slopes	124.39	127.7 sq. yd.	0.974	1.00	127.70
Pit Run Gravel in Subbase	5,745.08	7,208.5 cu. yd.	0.797	0.60	4,325.10
3/4"-0 Gravel in Base	2,969.59	1,720 " "	1.727	1.35	2,322.00
Filler	172.34	866 " "	0.199	0.30	259.80
Hauling Filler	191.53	1,143 yd. mi.	0.168	0.15	171.45
Sprinkling	498.42	361 M-Gal.	1.38	1.00	361.00
Preparation of Base	133.92	0.73 Mi.	183.45	200.00	146.00
Mineral Aggregate in Place	4,684.54	1,813 cu. yd.	2.58	2.50	4,532.50
Asphalt in Place	3,081.99	99.04 Ton	31.12	22.50	2,228.40
RC-3 Asphalt in Seal Coat	703.31	21.23 "	33.13	22.50	477.68
3/4"-½" Cr. Gravel in S.P.	3,536.23	3,626.9 cu. yd.	0.975	1.00	3,626.90
½"-¼" " " " "	3,871.04	3,970.3 " "	0.975	1.00	3,970.30
¼"-0 " " " "	1,267.50	1,300 " "	0.975	1.00	1,300.00
Hauling Cr. Gravel, Pile Measure	2,326.31	29,078.93 yd. mi.	0.08	0.08	2,326.31
Screen Rejections in S.P.	397.03	1,588.1 cu. yd.	0.25	0.25	397.03
Hauling Screen Rejections, Pile Measure	98.87	1,235.87 yd. mi.	0.08	0.08	98.87
PA #1, Cement Adjustment		- 5.50 bbl.		2.62	- 14.41
PA #2, O.D. Hvy. Duty Steel Tarred Pipe 2"	101.97	355 lin. ft.	0.287	0.35	124.25
PA #3, 9" Perf. Corr. Iron Pipe	246.94	240 " "	1.03	1.00	240.00
PA #4, Rock Backfill	712.38	240 cu. yd.	2.97	2.50	600.00
PA #5, 6" Conc. Sewer Pipe	56.17	94 lin. ft.	0.598	0.65	61.10
PA #6, Purch. Metal Reinf.	29.64	600 lbs.	0.0494	0.0494	29.64
PA #7, Asphalt Barreled at Grants Pass	220.41	12.86 ton	17.14	14.53	186.86

Brookings Section Final Cost Analysis.

Item	Cost	Quantity	Unit Cost	Unit Bid	Gross Revenue
PA #7, Asphalt Barreled at Brookings	$21.37	0.79 ton	$27.05	$20.75	$16.39
RC-3 Barreled at Brookings	108.78	3.77 "	28.85	22.74	85.73
	$63,865.12				$59,924.80

Total Cost	$63,865.12
Gross Revenue	59,924.80
Net Loss	$3,940.32

Net Loss Equals 6.58% of Gross Revenue

Contract 2352

Detail of Cost

Labor:

Supervision	$1,459.60	
Labor	17,032.85	
State Industrial Accident	924.63	
Unemployment Compensation	554.77	
Old Age Benefit	184.92	$20,156.77

Materials:

12" Sewer Pipe	929	lin. ft.	at	$0.726	$674.64	
15" " "	821	" "	"	1.125	924.00	
18" Concrete Pipe	159	" "	"	1.76	279.84	
24" " "	54	" "	"	2.52	136.08	
30" " "	81	" "	"	3.25	263.25	
6" Wood Pipe	347	" "	"	0.509	176.72	
8" " "	358.5	" "	"	0.647	232.10	
Cement	439.5	bbl.	"	2.62	1,151.50	
Metal Reinforcement	13,115	lbs.	"	0.039	511.49	
Catch Basin Frames & Grates	10		"	7.50	75.00	
Special Manhole Covers	1		"	17.04	17.04	
" " "	1		"	15.00	15.00	
Standard " "	2		"	17.03	34.06	
Railing for Stairways					87.07	
SC-6 Asphalt	112.69	tons	"	12.50	1,408.63	
RC-3 "	25.00	"	"	14.50	362.51	
2" Tarred Steel Pipe	355	lin. ft.	"	0.20	71.00	
Metal Reinforcement	600	lbs.	"	0.0494	29.64	
9" Perf. Corr. Iron Pipe	240	lin. ft.	"	0.927	222.50	
9" " " " Bands	10		"	1.12	11.20	
6" Concrete Sewer Pipe	94	lin. ft.	"	0.509	47.81	6,731.08

Miscellaneous:

Equipment Rental (Including Repairs)	$8,747.96	
Gas, Oil and Grease	3,956.91	
Move In	2,122.10	
Explosives	459.45	
Form Lumber	435.88	
Miscellaneous Expense & Small Tools	2,472.48	
Overhead Expense	1,127.23	
Home Office Expense	1,724.16	
Bond	599.24	21,645.41

Contract 2352 Detail of Cost.

Purchased by Sub-contract from A. S. Wallace:

Concrete Aggregate	400	cu. yd.	at	$0.975	$390.00	
3/4"-0 Crushed Rock	1,720	" "	"	0.975	1,677.00	
Mineral Aggregate	1,813	" "	"	0.975	1,767.68	
3/4"-½" Cr. Gravel in Stockpile	3,626.9	" "	"	0.975	3,536.23	
½"-¼" Cr. Gravel in Stockpile	3,970.3	" "	"	0.975	3,871.04	
¼"-0 Cr. Gravel in Stockpile	1,300.0	" "	"	0.975	1,267.50	
Haul Crushed Gravel	29,078.93	yd. mi.	"	0.08	2,326.51	
Screen Rejections	1,588.1	cu. yd.	"	0.25	397.03	
Haul Screen Reject.	1,235.87	yd. mi.	"	0.08	98.87	
						$15,331.86
Total Cost						$63,865.12

Contract 2352

REMARKS:

This is a Regular Federal Aid Project and consisted of construction of 0.73 mile of highway roadbed, two box culverts, 7,000 cu. yds. of rock subbase, 1,500 cu. yds. of rock base, 18,100 sq. yds. of bituminous macadam wearing surface, miscellaneous concrete structures, furnishing 8,500 cu. yds. of crushed gravel in stockpiles and other incidental work. The contract was bid and awarded August 22nd, 1940; work was started September 10th, 1940 and completed July 12th, 1941.

Clearing and grubbing work included the cutting and burning of a few small trees and brush, removal of a 2' x 3' concrete box culvert and debris left in the right of way area in the City of Brookings after salvageable portions of buildings had been removed by other parties.

The excavation was mostly common material with some gravel. About 4,000 cu. yds. was tightly cemented material which required shooting. A 1¼-yard shovel and five 6-yard trucks moved most of the yardage while a small amount was handled by a cat and 12-yard carryall and a dozer. Except for about 12,500 cu. yds. which was in a cut and taken out as borrow material, the excavation was shallow and some of it within city areas. Excavation was done through a period of rainy weather which added to the difficulties encountered, and a small loss was sustained on the grading items.

Two concrete box culverts and various other structures were constructed, and this work was done at a small loss, having made a profit on some items and taking a loss on others.

Gravel is subbase was loaded from a river bar by a 1½-yard dragline shovel and hauled in three 6-yard trucks. This operation was slow, and the haul around a steep curve with fairly heavy traffic was expensive, and this item was done at a considerable loss.

3/4"-0 Gravel in base was bought in stockpile from the subcontractor. The job was shut down through the worst of the winter weather after the 3/4"-0 gravel was laid, and this caused an excessive amount of maintenance to be charged against this item.

Mineral aggregate for the bituminous macadam was purchased in stockpile on the job from the sub-contractor.

Oil was heated in Grants Pass and hauled 104 miles by transport to the job where it was spread by a 1,000-gal. distributor. The long haul made it difficult to coordinate oiling operations, which were bid too low, and these items were done at a considerable loss.

Crushed gravel in stockpile for maintenance purposes was purchased in place from the sub-contractor.

Lack of good organization, unfavorable weather and low bid prices resulted in a loss to the contractor on this job.

E. H. Clymer
Cost Analyst

By . . W. G. Smith

RECEIVED
OCT - 7 1941
FOR FILING

119-A-2

October 7, 1941

U. S. Fidelity & Guaranty Co.
McCollister & Campbell
300 Central Building
Seattle, Washington

Gentlemen:

We have received, through the office of the Secretary of State, copies of a notice of claim by A. Leschen & Sons Rope Company, against A. Milne Construction Company, for materials furnished in connection with contract No. 2352, for grading and bituminous macadam, on the Brookings Section of the Oregon Coast Highway, in Curry County. This claim is in the amount of $135.76.

Inasmuch as you are surety for the contracting firm on this job, we hand you herewith, for your information and such action as is necessary, a copy of this notice of claim.

Very truly yours,

OREGON STATE HIGHWAY COMMISSION

By

Secretary

RS

cc - A. Milne Construction Co.

NOTED
D. C. DeSart

October 7, 1941

Honorable Earl Snell
Secretary of State
Salem, Oregon

Dear Sir:

This acknowledges receipt of your letter of October 6, 1941, enclosing three copies each of three notices of claim by A. Leschen & Sons Rope Company, for $135.76, $156.93, and $9.61, against A. Milne Construction Co., for work performed on the following contracts:

Contract No. 2352, for grading and bituminous macadam, on the Brookings Section, Oregon Coast Highway, in Curry County.

Contract No. 2360, for grading, oiling and surfacing, on the South Newport Section of the Oregon Coast Highway, in Lincoln County.

Contract No. 2451, for grading, surfacing and oiling on the Long Creek-Fox Creek Section of the Pendleton-John Day Highway, in Grant County.

We have noted these claims in our records of these jobs, and will today forward to the contracting firm and its surety copies of the notices thereof.

Very truly yours,

OREGON STATE HIGHWAY COMMISSION

By

Secretary

RS

NOTED
D. [illegible] DeSart

A. LESCHEN & SONS ROPE CO.

914 N.W. 14th Avenue
Portland, Oregon

October 4, 1941
#423 - TBVD:HOB

Registered Letter

To Secretary of State of the state of Oregon:

Notice is hereby given that the undersigned, A. Leschen & Sons Rope Co., has a claim for the sale of wire rope in the sum of $135.76 against the bond taken from A. Milne Construction Co. and U.S.Fidelity & Guaranty Company and signed by McCollister & Campbell, resident agents, 300 Central Building, Seattle, Washington, for the work of grading and surfacing on Brookings section of Oregon Coast Highway, covered by State Contract No. 2352.

We are attaching duplicate notarized copies of invoices covering our claim.

A. LESCHEN & SONS ROPE CO.

Per G. B. Van Doren
Factory Representative

W. C. LINDSAY
Notary Public for Oregon
My commission expires Mar. 22, 1942.

Endorsed: File No. 2999
Filed October 6, 1941
EARL SNELL
Secretary of State

RECEIVED
[illegible] 7 1941

EARL SNELL
SECRETARY OF STATE
SALEM, OREGON

October 6, 1941

Oregon State Highway Commission
Salem, Oregon

Gentlemen: Attention Mr. H. B. Glaisyer

There are enclosed for your information and files, three copies each of three notices of claim by A. Leschen & Sons Rope Company for $135.76, $156.93 and $9.61 against the bond taken from A. Milne Construction Co, principal, and U. S. Fidelity & Guaranty Co., surety, for work, contracts Nos. 2352, 2451 & 2360, which were filed in this office today. The duplicate copies of invoices are also enclosed.

Please acknowledge receipt of the copies in order to complete our files.

Very truly yours,

Earl Snell
Secretary of State

[illegible]
encs.

REFERRED TO
[illegible]
BY SECRETARY

Prepare usual letter
keep the invoice
HBG

FORM R-[illegible]

SCHEN & SONS ROPE CO.

WIRE ROPE MAKERS ESTABLISHED 1857

[redacted]

3410 FIRST AVE. SO, [redacted] SEATTLE, WASH.

FOR CUSTOMER'S USE ONLY

REGISTER NO.	VOUCHER NO.
F. O. B. CHECKED	
TERMS APPROVED	PRICE APPROVED
CALCULATIONS CHECKED	

TRANSPORTATION

FREIGHT BILL NO. ____ AMOUNT ____

MATERIAL RECEIVED

____ 19__ DATE ____ SIGNATURE ____ TITLE

SATISFACTORY AND APPROVED

ADJUSTMENTS

ACCOUNTING DISTRIBUTION

AUDITED

FINAL APPROVAL

CUSTOMER'S ORDER NO. & DATE 2199 12/3/40

REQUISITION NO.

CONTRACT NO.

REFER TO INVOICE NO. 3945-

INVOICE DATE DEC. [illegible], 1940

VENDOR'S NOS. PO#6208-D-2

SOLD TO

A. MILNE CONSTRUCTION CO
7253 N.E. Broadway
Portland, Oregon

SHIPPED TO AND DESTINATION SAME

DATE SHIPPED 12/3/40 FROM PORTLAND F. O. B.

CAR INITIALS AND NO. HOW SHIPPED AND ROUTE CALLED FOR

TERMS: Net 60 *Days, or* 2 *% cash discount if paid on or before* 1-10-40 *Subject to interest after maturity.*

DESCRIPTION	QUANTITY (SHOW UNIT)	PRICE PER UNIT	GROSS AMOUNT	NET AMOUNT	TOTAL
3/8" 8x19 PLOW STEEL WIRE ROPE	74 FT.	.15	11.10		
REEL NO. 75451-E CUT 2 PCS. 37 FT. EA. 8# EA.					
1/2" 8x19 PLOW STEEL WIRE ROPE	30 FT.	.18¼	5.48 16.58		
REEL NO. 78466-D CUT 2 PCS. 15 FT. EA. 7# EA.		27½-10-5-5%		9.76	
1/2" STYLE "G" FLATTENED STRAND (PFS) "HERCULES (RED STRAND) WIRE ROPE CENTER, PREFORMED	60 FT.	.192 NET FT.		11.52	
REEL NO. 85518-A 31#					21.28

"HERCULES" (RED-STRAND) WIRE ROPE

GOODS, AFTER SHIPMENT, AT BUYER'S RISK. ANY CLAIMS FOR ERRORS, ETC., MUST BE MADE IMMEDIATELY ON RECEIPT OF GOODS.

SCHEN & SONS ROPE CO.

WIRE ROPE MAKERS ESTABLISHED 1857

[redacted]

3410 FIRST AVE. SO, [redacted] SEATTLE, WASH.

CUSTOMER'S ORDER NO. & DATE 12/17/40 2220

REQUISITION NO.

CONTRACT NO.

REFER TO INVOICE NO. 3965-D

INVOICE DATE DEC. 17, 1940

VENDOR'S NOS. PO# 6231-D-2

SOLD TO

A. MILNE CONSTRUCTION CO.
7253 N.E. BROADWAY
PORTLAND, OREGON

SHIPPED TO AND DESTINATION SAME

DATE SHIPPED 12/17/40 **FROM** PORTLAND

CAR INITIALS AND NO. **F. O. B.**

HOW SHIPPED AND ROUTE CALLED FOR

TERMS: Net 60 ***Days, or*** 2 ***% cash discount if paid on or before*** 1-10-40
Subject to interest after maturity.

FORM [illegible]

FOR CUSTOMER'S USE ONLY

REGISTER NO.	VOUCHER NO.
F. O. B. CHECKED	
TERMS APPROVED	PRICE APPROVED
CALCULATIONS CHECKED	

TRANSPORTATION

FREIGHT BILL NO. AMOUNT

MATERIAL RECEIVED

19

DATE SIGNATURE TITLE

SATISFACTORY AND APPROVED

ADJUSTMENTS

ACCOUNTING DISTRIBUTION

AUDITED	FINAL APPROVAL

DESCRIPTION	QUANTITY (SHOW UNIT)	PRICE PER UNIT	GROSS AMOUNT	NET AMOUNT	TOTAL
3/4" STYLE "G" FLATTENED STRAND (PPS) "HERCULES (RED STRAND) WIRE ROPE CENTER, PREFORMED	166 FT.	.347 NET FT.			57.60
REEL NO 84332-A CUT 2 PCS. 83 FT. EA. 84# EA.					

"HERCULES" (RED-STRAND) WIRE ROPE

GOODS, AFTER SHIPMENT, AT BUYER'S RISK. ANY CLAIMS FOR ERRORS, ETC., MUST BE MADE IMMEDIATELY ON RECEIPT OF GOODS.

SCHEN & SONS ROPE CO.

WIRE ROPE MAKERS ESTABLISHED 1857

[redacted]

3410 FIRST AVE. SO, [redacted] SEATTLE, WASH.

FORM R-[illegible]-M

FOR CUSTOMER'S USE ONLY

REGISTER NO.	VOUCHER NO.
F. O. B. CHECKED	
TERMS APPROVED	PRICE APPROVED
CALCULATIONS CHECKED	
TRANSPORTATION	
FREIGHT BILL NO.	AMOUNT
MATERIAL RECEIVED	
DATE 19	SIGNATURE TITLE
SATISFACTORY AND APPROVED	
ADJUSTMENTS	
ACCOUNTING DISTRIBUTION	
AUDITED	FINAL APPROVAL

CUSTOMER'S ORDER NO. & DATE 2274 1/16/41

REQUISITION NO.

CONTRACT NO.

REFER TO INVOICE NO. 3998-D

INVOICE DATE JAN. 16, 1941

VENDOR'S NOS. PO# 6269-D-2

SOLD TO

A. MILNE CONSTRUCTION CO.
7253 N.E. BROADWAY
PORTLAND OREGON

SHIPPED TO AND DESTINATION SAME
"

DATE SHIPPED 1/16/41 FROM PORTLAND

CAR INITIALS AND NO. F. O. B.

HOW SHIPPED AND ROUTE CALLED FOR

TERMS: Net 60 *Days, or* 2 *% cash discount if paid on or before* 2-10-41
Subject to interest after maturity.

DESCRIPTION	QUANTITY (SHOW UNIT)	PRICE PER UNIT	GROSS AMOUNT	NET AMOUNT	TOTAL
1/2" 8x19 PLOW STEEL WIRE ROPE	45 FT	.18½	8.21		
REEL NO. 78466-D 19#	27½-10-5-5%			4.83	
3 PCS. 15 FT. EA.					

"HERCULES" (RED-STRAND) WIRE ROPE

GOODS, AFTER SHIPMENT, AT BUYER'S RISK. ANY CLAIMS FOR ERRORS, ETC., MUST BE MADE IMMEDIATELY ON RECEIPT OF GOODS.

FORM [illegible]

A. LESCHEN & SONS ROPE CO.

WIRE ROPE MAKERS ESTABLISHED 1857

[redacted]

3410 FIRST AVE. SO, [redacted] SEATTLE, WASH.

CUSTOMER'S ORDER NO. & DATE 2418 3/18/41
REQUISITION NO.
CONTRACT NO.

REFER TO INVOICE NO. 4083-D
INVOICE DATE Mar. 19, 1941
VENDOR'S NOS. PO#6365-D-2

SOLD TO
A. MILNE CONSTRUCTION CO.
7253 N.E. BROADWAY
PORTLAND, OREGON

SHIPPED TO AND DESTINATION SAME
"
DATE SHIPPED 3/19/41 FROM PORTLAND F. O. B.
CAR INITIALS AND NO. HOW SHIPPED AND ROUTE CALLED FOR

TERMS: Net 60 *Days, or* 2 *% cash discount if paid on or before* 4-10-41
Subject to interest after maturity.

FOR CUSTOMER'S USE ONLY

REGISTER NO.	VOUCHER NO.
F. O. B. CHECKED	
TERMS APPROVED	PRICE APPROVED
CALCULATIONS CHECKED	
TRANSPORTATION FREIGHT BILL NO. AMOUNT	
MATERIAL RECEIVED " DATE SIGNATURE TITLE	
SATISFACTORY AND APPROVED	
ADJUSTMENTS	
ACCOUNTING DISTRIBUTION	
AUDITED	FINAL APPROVAL

DESCRIPTION	QUANTITY (SHOW UNIT)	PRICE PER UNIT	GROSS AMOUNT	NET AMOUNT	TOTAL
3/4" STYLE "G" FLATTENED STRAND (PFS) "HERCULES (RED STRAND) WIRE ROPE CENTER, PREFORMED	150 FT.	.347 NET FT.			52.05
REEL NO. 84332-A 192-25-167#					

"HERCULES" (RED-STRAND) WIRE ROPE

GOODS, AFTER SHIPMENT, AT BUYER'S RISK. ANY CLAIMS FOR ERRORS, ETC., MUST BE MADE IMMEDIATELY ON RECEIPT OF GOODS.

RECEIVED
SEP 12 1941
FOR FILING

119-A-2

September 11, 1941

U. S. Fidelity and Guaranty Company
McCollister and Cambell
300 Central Building
Seattle, Washington

Gentlemen:

You are hereby notified that the State Highway Contract No. 2352 for grading and bituminous macadam construction of the Brookings Section of the Oregon Coast Highway in Curry County, has been completed by the contractor, A. Milne, and the final settlement will be made on or after September 22, 1941.

There is one claim against this job in the amount of $2,251.13 plus interest, of which you have been previously notified. For your information we wish to advise that the total amount paid the contractor in connection with this contract will be $59,924.80, including the final payment, and that no force account work was performed therein.

This contract was completed on July 12, 1941, and accepted by the Highway Commission on July 24, 1941. In accordance with your letter of August 13, 1941, this payment, as well as the semi-final payment, will be retained in this office until released by your company.

Very truly yours,
STATE HIGHWAY COMMISSION

By

Secretary

DD/mm

NOTED
D DeSart

C. J. SEMON, PRESIDENT AND MANAGER
HOMER A. MARX, VICE PRESIDENT
H. H. PRINGLE, SECRETARY

DEALERS IN WASHED SAND, GRAVEL
AND CRUSHED ROCK
GENERAL CONTRACTORS

MEDFORD CONCRETE CONSTRUCTION CO., Inc.
MANUFACTURERS OF
HIGH GRADE CONCRETE SEWER PIPE, STONE TILE, IRRIGATION PIPE
CONCRETE CULVERTS AND CONCRETE DRAIN TILE

FACTORY AND OFFICE
NORTH RIVERSIDE AVENUE

MEDFORD, OREGON,

RECEIVED
SEP 16 1941
FOR FILING

111-452

September 6,1941

McCollister and Campbell
300 Central Building
Seattle, Washington

Gentlemen:

The account with us of A. Milne Construction Company for which you have written the bond covering Highway Contract No. 2352 on the Brookings Section of the Oregon Coast Highway in Curry County, Oregon, amounts to $2251.13, interest on this amount at 8 per cent amounts to $132.38 making a total amount due of $2383.41

We very earnestly request you to demand payment from A. Milne Construction Company, as the account is long over due and we have repeatedly asked them for payments on the account and our letters have been ignored.

Thanking you for your attention to the matter, we remain,

Very truly yours,

MEDFORD CONCRETE CONSTRUCTION CO.

HHPringle Sec'y

HHP:GR

cc
A. Milne Construction Company
Oregon State Highway Commission

REFERRED TO
[illegible]
BY SECRETARY

Do you have note of this claim on your records?
HHP

7-2-41 claim filed [illegible] no interest mentioned. [illegible]

NOTED
H. B. GLAISYER

RECEIVED
AUG 27 1941
FOR FILING

111-A-2

R

August 26, 1941

Medford Concrete Construction Co.,Inc.
North Riverside Avenue
Medford, Oregon

Attention: H. H. Pringle, Secretary

Gentlemen:

Reply is made to your letter of August 21 regarding the Milne Construction Company contract, No. 2352, for grading and bituminous macadam construction on the Brookings Section of the Oregon Coast Highway.

Mr. Milne has not as yet received final payment for this work. Just when this final payment will be made I am not in position to state inasmuch as we have been requested by the surety on Mr. Milne's bond not to make further payments to him until released by the surety.

It is my understanding that you have already filed notice of your claim with the Secretary of State so are protected by the bond furnished by Mr. Milne in connection with this job. That is all the protection we can offer you so if you do not secure satisfaction from Mr. Milne within a reasonable length of time then of course you would have to take action in the court against the bond.

We are not in position to state whether or not you should have any anxiety about the payment of your claim. Furthermore, we hesitate to make any recommendation relative to the filing of suit inasmuch as we feel that is a question that should be decided by the claimant.

Trusting that the above information will be of some help to you, I remain

Very truly yours,

RBC:AM

Secretary

NOTED
D. DeSart

C. J. SEMON, PRESIDENT AND MANAGER
HOMER A. MARX, VICE PRESIDENT
H. H. PRINGLE, SECRETARY

DEALERS IN WASHED SAND, GRAVEL
AND CRUSHED ROCK
GENERAL CONTRACTORS

MEDFORD CONCRETE CONSTRUCTION CO., Inc.
MANUFACTURERS OF
HIGH GRADE CONCRETE SEWER PIPE, STONE TILE, IRRIGATION PIPE
CONCRETE CULVERTS AND CONCRETE DRAIN TILE

FACTORY AND OFFICE
NORTH RIVERSIDE AVENUE

MEDFORD, OREGON,
August 21,1941

Oregon State Highway Commission
Salem,Oregon

Gentlemen:

Calling attention to your letter of July,15,1941. We wish to know if the Milne Construction Company has received its final estimate and if they have been paid in full. The reason we wish this information is that we were informed that they had received final payment on the Brookings Section, Highway Contract No. 2352.

If we are in error in our assumption that they have not been paid. Do you think that there is any particular reason for us to be perturbed about our payment for the Culvert and Drainage Pipe furnished on that particular job,Highway Contract No.2352.

As you know from our previous letter, the payment for this pipe has dragged along for approximately a year and while Mr Milne and associates are our personal friends, we are seriously considering filing suit under the bond.

Thanking you for any information you may be able to give us, we remain,

Very truly yours,

MEDFORD CONCRETE CONSTRUCTION CO.

Sec'y

HHP:GR

ANSWERED
H. B. GLAISYER

R

RECEIVED
AUG 27 1941
FOR FILING

OREGON STATE HIGHWAY COMMISSION

INTER-DEPARTMENT CORRESPONDENCE

August 25, 1941
Salem, Oregon

111-A-3

Subject: Brookings Project.

To:

Mr. R. H. Baldock
Chief Engineer
State Highway Department
OFFICE

L

NOTED
State Highway Engineer

Dear Sir:

Herewith is a copy of Mr. Lytle's explanation of the reason for the high engineering on the Brookings project.

Very truly yours,

H. G. SMITH
CONSTRUCTION ENGINEER

By Chas E Low
Chas. E. Low
Construction Office Engineer

CEL:FF

Enc. 1

REVISED 25M 9-40

COPY

OREGON STATE HIGHWAY COMMISSION
INTER-DEPARTMENT CORRESPONDENCE

Roseburg, Oregon
August 20, 1941

Subject: 8-1101 Brookings Job

To: Mr. H. G. Smith
Construction Engineer

Dear Sir:

Reference is made to your recent letter asking that I explain why the engineering on the Brookings Job amounted to 11%.

This job was far removed from any other work and it was necessary to assign a crew to this one job.

The project was let August 22, 1940; work was started Sept. 10th, but was not completed until July 12, 1941. The contractor kept a crew working during all that time and in order to fit the work in with the weather, he would constantly be changing his plans. This made it necessary for us to have an engineering crew on the job all of the time. Ordinarily the job would have been shut down during the winter and our crew would have been pulled off.

The length of time required by the contractor to do the work was responsible for the high cost of engineering.

Very truly yours,

(Signed) K. D. LYTLE
Division Engineer

KDL:G

R

[illegible]CEIVED
Aug 11 1941
FOR FILING

119-A-2

August 9, 1941

Brookings Section, Cont. #2352

Mr. H. G. Smith

I would like an explanation of why the engineering on this job cost 11%.

R. H. Baldock

RHB:HI

RECEIVED
AUG 25 1941
FOR FILING

119-A-2

R

August 23, 1941

Pacific Portland Cement Company
417 Montgomery Street
San Francisco, California

Gentlemen:

This will acknowledge receipt of your letter of August 15 and advise that contract No. 2352, with A. Milne, was completed July 12 and accepted by the Commission July 24.

There is approximately $4,311.35 due Mr. Milne in final settlement of this contract, but all payments are being withheld at the request of the surety, the United States Fidelity and Guaranty Company, whose resident agents on this contract are McCollister and Cambell, 300 Central Building, Seattle.

Very truly yours,

OREGON STATE HIGHWAY COMMISSION

By

Secretary

DOD:RS

NOTED
D. C. DeSart

TELEPHONE
GARFIELD 4100

CABLE ADDRESS "GOLDEN"
WESTERN UNION CODE

PACIFIC
PORTLAND CEMENT COMPANY
MANUFACTURERS OF
GOLDEN GATE AND OLD MISSION BRANDS
PORTLAND AND PLASTIC WATERPROOF PORTLAND CEMENT
Empire-Standard-Rose Hardwall Plaster and Gypsum Products

TRADE-MARKS

417 MONTGOMERY STREET
SAN FRANCISCO, CALIFORNIA

August 15, 1941

Oregon State Highway Commission
Salem, Oregon

Gentlemen:

Will you kindly advise if State Highway Contract #2352 with A. Milne Construction Company has been completed and accepted by the Commission. If so will you please advise the date of completion and acceptance and the amount due the general contractor.

Yours very truly,

PACIFIC PORTLAND CEMENT COMPANY

H. D. O'Banion

H. D. O'Banion
Credit Manager

HDO:vb

RECEIVED

R

UNITED STATES DEPARTMENT OF AGRICULTURE
BUREAU OF PUBLIC ROADS
DISTRICT No. 1

POST OFFICE BUILDING
PORTLAND, OREGON

FEDERAL WORKS AGENCY
PUBLIC ROADS ADMINISTRATION

Stencil No. 8.

IN YOUR REPLY PLEASE
REFER TO FILE NO. 119-A-2

August 21, 1941

Mr. R. H. Baldock
State Highway Engineer
Salem, Oregon

Dear Sir:

Final inspection of Oregon SN-FAP 119-A (2), Brookings Section of the Oregon Coast Highway ______, was made by a representative of this office on August 6, 1941, subject to submission of Form PR-47.
Prompt submission of the final voucher will be appreciated.

Very truly yours,

W. H. LYNCH
District Engineer

By L. J. Caufield
L. J. Caufield
Sr. Highway Engineer

RECEIVED

119-A-2

R.

August 11, 1941

U. S. Fidelity & Guaranty Co.
McCollister & Campbell,
300 Central Bldg.
Seattle, Washington

Gentlemen:

You are advised that it is the intention of the State Highway Commission to make semi-final payment to A. Milne, on contract No. 2352, covering the Brookings Section of the Oregon Coast Highway, in Curry County. This payment, in the amount of $2,522.26, will be made on or after August 21, 1941. The retained percentage is $1,789.09.

The state is not advised of any unpaid claims for labor or materials, or of the existence of any claims, debts, dues or demands incurred in the performance of such work and remaining unsatisfied, and you are advised that the state assumes no responsibility for any such claims should there be any.

Kindly acknowledge receipt of this letter.

Very truly yours,

OREGON STATE HIGHWAY COMMISSION

By

Secretary

RS

NOTED
D. G. DeSart

RECEIVED
JUL 22 1941

117-A-2

R

July 21, 1941

U. S. Fidelity & Guaranty Co.
McCollister & Campbell
300 Central Bldg.
Seattle, Washington

Gentlemen:

We have received through the office of the Secretary of State copies of a notice of claim by Medford Concrete Construction Co., Inc., in the amount of $ 2251.13, against the Milne Construction Company, being state highway contract No. 2352, for grading and bituminous macadam on the Brookings Section of the Oregon Coast Highway in Curry County.

Inasmuch as you are surety for the contractors on this job, we hadn you herewith, for your information and such action as is necessary, a copy of this notice of claim.

Very truly yours,

OREGON STATE HIGHWAY COMMISSION

By

Secretary

RS

cc - Milne Construction Co.
7253 N. E. Broadway
Portland, Oregon

NOTED
D. C. DeSart

July 21, 1941

Honorable Earl Snell
Secretary of State
Salem, Oregon

Dear Sir:

This acknowledges receipt of your letter of July 18, enclosing three copies of a notice of claim by Medford Concrete Construction Co., Inc., in the amount of $2251.13 against the Milne Construction Company, being State Highway contract No. 2352, for grading and bituminous macadam on the Brookings Section of the Oregon Coast Highway in Curry County.

We have noted this claim in our records of this job and will today forward to the contractor and his surety copies of the notice thereof.

Very truly yours,

OREGON STATE HIGHWAY COMMISSION

By

Secretary

RS

EARL SNELL
SECRETARY OF STATE
SALEM, OREGON

July 18, 1941

Oregon State Highway Commission
Salem, Oregon

Gentlemen: Attention Mr. H. B. Glaisyer

There are enclosed for your information and files, three copies of a notice of claim by Medford Concrete Construction Co. Inc. for $2251.13 against the bond taken from The Milne Construction Company, principal, and U. S. Fidelity & Guaranty Co., surety, for work on the Brookings Section of the Oregon Coast Highway, contract 2352, which was received and filed today.

Please acknowledge receipt of the copies in order to complete our files.

Very truly yours,

Earl Snell

Secretary of State

S:FM
encs. 3

MEDFORD CONCRETE CONSTRUCTION CO. INC.
Medford, Oregon
July 16, 1941

Secretary of State
State of Oregon
Salem, Oregon

Gentlemen:

In accordance with Section 67-1101 Oregon Code 1935 Supplement: Notice is hereby given that the undersigned, Medford Concrete Construction Company, has a claim for Concrete Culvert and Drainage Tile in the sum of $2,251.13 against the bond taken from The U. S. Fidelity and Guaranty Company by The Milne Construction Company for work done on State Highway contract No. 2352 Brookings Section of the Oregon Coast Highway, Curry County, Oregon.

Signed

MEDFORD CONCRETE CONSTRUCTION CO. INC.

By H. H. Pringle, Secretary

HHP:GR

Endorsed: File No. 2988
Filed July 18, 1941
EARL SNELL, Secretary of State

RECEIVED
JUL 16 1941
FOR FILING

114 - B - 2

P

July 15, 1941

U. S. Fidelity & Guaranty Co.,
McCollister & Campbell
300 Central Building
Seattle, Washington

Gentlemen:

We are in receipt of a letter from the Medford Concrete Construction Co., of Medford, Oregon, advising that they have a claim in the amount of $2,251.13 against the Milne Construction Company, representing culvert and drainage pipe furnished this contractor in connection with State Highway Contract No. 2352 which was awarded to the Milne Construction Company covering grading and surfacing on the Brookings Section of the Oregon Coast Highway, in Curry County.

This information is given you as you appear as surety on the bond furnished in connection with this contract.

Yours very truly,

Secretary

MBG:MC

cc - A. Milne,
7253 N. E. Broadway
Portland, Oregon

NOTED
D. G. DeSart

July 15, 1941

Medford Concrete Construction Co.,
Medford, Oregon

Attention: H. H. Pringle, Sec'y.

Gentlemen:

This acknowledges your letter of July 11 advising us of your claim in the amount of $2,251.13 against Milne Construction Company, which claim is for concrete culvert and drainage pipe furnished this contractor in connection with his contract with the State Highway Commission for the grading and construction of bituminous macadam surfacing on the Brookings Section of the Oregon Coast Highway, in Curry County, State Highway Contract No. 2352.

In connection with this contract Mr. Milne was required to furnish a surety bond for the protection of claims. This bond was written by the U. S. Fidelity & Guaranty Company for whom McCollister & Campbell are the agents with offices at 300 Central Building, Seattle, Wn. We offer this bond to you for the protection of your claim and suggest, in the event you do not secure satisfaction from Mr. Milne, that you file your claim with the bonding company. As an added protection for your claim against the bond, would suggest that you also file notice thereof with the Secretary of State, in accordance with the provisions of Chapter 517, Oregon Laws, 1939, a mimeographed copy of which is enclosed. You will note in this law a suggested form to be used in the filing of claims with the Secretary of State.

Yours very truly,

Secretary

HBG:MC
encl.

P.S. In accordance with our usual practice, and your request, we are today notifying the contractor and the bonding company of this claim.

[illegible], PRESIDENT AND MANAGER
HOMER A. MARX, VICE PRESIDENT
H. H. PRINGLE, SECRETARY

DEALERS IN WASHED SAND, GRAVEL
AND CRUSHED ROCK
GENERAL CONTRACTORS

MEDFORD CONCRETE CONSTRUCTION CO., INC.
MANUFACTURERS OF
HIGH GRADE CEMENT, SEWER PIPE, STONE TILE, IRRIGATION PIPE
CONCRETE CULVERTS AND CONCRETE DRAIN TILE

FACTORY AND OFFICE
NORTH RIVERSIDE AVENUE

MEDFORD, OREGON,

RECEIVED
JUL 14 1941

July 11,1941

Oregon State Highway Commission
Salem, Oregon

Attention: Secretary State Highway Commission.

Gentlemen:

Regarding Highway Contract being done by A. Milne Construction Company on the coast Highway at Brookings Oregon. On September 27,1940, we commenced delivery of Concrete Culvert and drainage pipe on that job. We completed delivery of Concrete Culvert and drainage pipe February 5,1941.

The total amount due us from A Milne Construction Company amounts to $2251.13.

We wish to list the above amount with the State Highway Commission before final payment has been made to A. Milne Construction Company, and would appreciate you notifying A. Milne Construction Company of this listing.

If there are any particular kind of claim papers The Highway Commission wishes us to fill out, please send them to us.

Respectfully yours,

MEDFORD CONCRETE CONSTRUCTION CO.

By H H Pringle Sec'y
H.H.Pringle

HHP:GR

ACKNOWLEDGED
H.B.GLAISYER

Form E-1—5M—10-40

117-6-2

OREGON STATE HIGHWAY COMMISSION

FIELD ENGINEER'S WEEKLY REPORT

FOR CONSTRUCTION PROJECTS ONLY

For Week Ending July 12, 1941

Section Brookings

Kind of work Grade & Bit. Mac.

Highway Oregon Coast

Section prefix 8-1101

Contractor A. Milne

Contract number 2352

Date of contract Aug. 22, 1940

Date of completion Aug. 31, 1941

Date work started Sept. 10, 1940

Estimated date of completion July 15, 1941

Amount of contract $ 57089.50

Per cent of time elapsed 85 %

Estimated cost of completed project, exclusive of engineering $ 60305.50

Per cent of contract completed, based on total contract price 100 %

Engineering cost to date, $ 6300., %

Date project was completed July 12, 1941

General information covering progress of work by party and by contractor, important development, instructions to contractors, instructions from Division Engineers, exchanges in personnel of party, etc.:

Sunday - No work.

Monday & Tuesday- Oiling driveways and brooming the highway in preparation for putting on last seal.

Wednesday- Put on last seal.

Thursday- Friday- Saturday- Put on shoulder material and brooming and rolling surfacing and cleaning up roadway and right of way.

Engineers cheching rock, oil, and supervising work.

NOTED
RAY WEBBER

RECEIVED
JUL 14 '41
OFFICE OF
STATE HIGHWAY ENGINEER

P.P. Whitmore

Signed P. P. Whitmore, Resident Engineer.

Address Brookings, Oregon.

Mail original copy to Salem and duplicate copy to Division Engineer on Saturday of each week, retain triplicate copy for your own file

	GRADING	SURFACING	MAINTENANCE MATERIALS	OIL AND BITUMINOUS MACADAM	PAVING
Miles in project	0.73	0.73			
Miles partially completed					
Miles completed					
Total estimated quantities	43400.		8600.	1[illegible]. c y rk 1[illegible] tons asphalt	
Estimated quantities moved or placed to date	43400.		8600.	1600 c y rk 1[illegible]0 tons asphalt	
Average daily quantities					
Average daily quantities necessary to complete project on time					
Number shifts per day	1				
Hours per shift	8				
Average force on project for week	20				

Percentages of men employed on contract to be secured from:

.... County, ...%; .... County, ...%; .... County, ...%; .... County, ...%

	NUMBER USED AND SECURED FROM					CONTRACTOR'S KEY MEN, ETC.	TOTAL
	COUNTY	COUNTY	COUNTY	COUNTY	OTHER SOURCES		
Men	8					2	10
Men and teams							
Men and trucks under 3 tons	4						4
Men and trucks over 3 tons	3						3
motor blade opr	1						1
Men and tractors							
roller opr	1						1
shovel opr	1						1
	18					2	20

Equipment used during week: Shovels ..1.., Power graders ..1.., Rollers ..1.., Mixers ...., Crushing or screening plants ....,

Compressors ...., Bulldozers ...., Sheet-foot rollers ...., ..., ..., ...

	WEATHER	HRS. DELAY	CAUSE OF DELAY
Sunday	Fair all week.		
Monday			
Tuesday			
Wednesday			
Thursday			
Friday			
Saturday			

STATE PRINTING DEPT.

111-A-2

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1941

FEDERAL WORKS AGENCY
PUBLIC ROADS ADMINISTRATION

UNITED STATES DEPARTMENT OF AGRICULTURE
BUREAU OF PUBLIC ROADS
DISTRICT No. 1

POST OFFICE BUILDING
PORTLAND, OREGON

IN YOUR REPLY PLEASE REFER TO FILE No. Stencil No. 124
Oregon FAP 119-A (2)
Brookings Section
Oregon Coast Highway

February 6, 1941

Mr. R. H. Baldock
State Highway Engineer
Salem, Oregon

Dear Sir:

We are forwarding herewith, for your files, an executed copy of the ________________ project agreement and certificate for the above numbered project.

Very truly yours,

W. H. LYNCH
District Engineer

By L. Caufield
L. J. Caufield
Sr. Highway Engineer

Encls.

Fox

Waypr-9099

Form P. R. 2

State Oregon

Federal Aid Project No. 119-A(2)

PROJECT AGREEMENT

MEMORANDUM OF AGREEMENT made this 6th day of Jan., 1941

by and between The Oregon State Highway Commission, constituting

for the purpose hereof, the Highway Department of the State of Oregon hereinafter called the Highway Department, and the Federal Works Administrator, hereinafter called the Administrator, under and pursuant to the provisions of the act of Congress approved July 11, 1916 (39 Stat., 355), entitled "An Act to provide that the United States shall aid the States in the construction of rural post roads, and for other purposes," and of the act approved November 9, 1921 (42 Stat., 212), entitled "An Act to amend the Act entitled 'An Act to provide that the United States shall aid the States in the construction of rural post roads, and for other purposes,' approved July 11, 1916, as amended and supplemented, and for other purposes," and acts amendatory thereof or supplementary thereto:

Whereas the Highway Department of said State submitted on the 21st day of April, 1925, a project statement, which was approved on the 16th day of July, 1925, for the proposed construction of a project consisting of the road hereinafter described; and

Whereas the Highway Department, in accordance with the rules and regulations promulgated for the administration of the Federal Highway Act, has furnished surveys, plans, specifications, and estimates for Section A(2) of said project which were recommended for approval by the District Engineer of the Public Roads Administration on the 7th day of August 1940; and

Whereas the Administrator has certified to the Secretary of the Treasury his approval of said surveys, plans, specifications, and estimates, and the sum of twenty-nine thousand, one hundred sixty and no/100 dollars ($29,160.00) as the share of the United States payable under said act on account of Section A(2) of said project, which does not exceed the authorized Federal pro rata share of the approved total estimated cost thereof:

Now, therefore, in consideration of the premises and of the several promises to be faithfully performed by each, as hereinafter set forth, the Highway Department and the Administrator do hereby mutually agree as follows:

16—11379

FUNDS AT THE DISPOSAL OF THE HIGHWAY DEPARTMENT

ARTICLE I. Funds for the use of the Highway Department in the construction of said project have been made available in the following manner, to wit:

(*a*) By the State from Chap. 175, laws 1917; Chap. 31, laws 1920; Chap. 529, laws 1939. (Include date and citation of act of legislature by which authorized)

(*b*) From other sources .... (State how placed under direct control of Highway Department)

ROAD EMBRACED IN PROJECT

ARTICLE II. This agreement covers the following highway as described in detail in said surveys, plans, and specifications:

Between survey station 731+20.5 in the NW 1/4 of Sec. 6 and survey station 770+00 in the SW 1/4 of Sec. 5, all in T. 41 S., R. 13 W., W. M.

...., length 0.734 of a mile~~s~~ in Curry County, being Section A(2) of Oregon Federal Aid project No. 119, consisting of 0.734 of a mile~~s~~ of roadway and no bridges, ~~each~~ of more than 20 feet clear span, ...

~~[illegible] in length.~~

CHARACTER AND METHOD OF CONSTRUCTION

ARTICLE III. The Highway Department will construct or cause to be constructed to final completion said project, in strict compliance with said plans and specifications, which are made a part hereof, under its direct supervision, which shall include adequate inspection throughout the course of construction, subject at all times to inspection and approval by the Administrator or his agents, and in accordance with the laws of said State, the rules and regulations of the Administrator, and the following conditions:

(*a*) It is agreed that the construction work on the project shall be performed by contract, unless the performance thereof by force account shall be approved by the Administrator or his authorized representatives. Such construction work as may be performed by force account shall be paid for on the basis of the units of work performed at the unit prices set forth in the estimate as approved by the Administrator, except that where the total actual cost is ascertained to be less than the estimate so approved the total Federal payments shall not exceed the Federal pro rata share of such total actual cost.

UNITED STATES PRO RATA SHARE OF THE COST OF SAID PROJECT

ARTICLE IV. The United States pro rata share of the value of the labor and materials which shall be actually put into the construction of Section A(2) of said project shall not in any event exceed the sum of twenty-nine thousand, one hundred sixty and no/100 dollars ($29,160.00), certified to the Secretary of the Treasury as above mentioned, which does not exceed the authorized Federal pro rata share of forty-seven thousand, eight hundred three and 80/100 dollars ($47,803.80), the approved total estimated cost of Section A(2) of said project.

PAYMENTS

ARTICLE V. As the construction of said project progresses, the Administrator shall from time to time draw warrants on the Secretary of the Treasury for the payment to the State Treasurer
(Official or depository)
hereby designated by the Highway Department for that purpose and authorized under the laws of said State to receive public funds of the State of Oregon
(Name)
of such sums as shall not, together with previous payments, exceed the United States pro rata share, as above specified, of the value, as determined by the Administrator after inspection and approval, of the labor and materials which have actually been put into said construction work in compliance with the requirements of Article III hereof.

The Administrator reserves the right to withhold such sum as he may deem necessary to insure completion of construction in compliance with said plans and specifications.

MAINTENANCE OF PROJECT

ARTICLE VI. The Highway Department will maintain said project in compliance with said acts of July 11, 1916, and November 9, 1921, out of funds which have been or will be made available therefor by said State in the manner herein set forth, to wit: Chap. 529, Laws 1939.
(Include reference to statute authorizing funds and probable amount annually available)

The Highway Department will use every means within its power to insure proper and permanent maintenance of said project, and to that end will provide for the constant making of needed repairs to preserve a smooth-surfaced highway.

Showing of authority of the Highway Department to execute agreements will be found in the agreement for project No. 112.

In witness whereof the parties have hereunto affixed their signatures, the Highway Department on the day and year first above written and the Administrator on the ____________ day of JAN 22 1941, 19____

OREGON STATE HIGHWAY COMMISSION
(Official title of Highway Department)

By Henry F. Cabell
Chairman, State Highway Commission
(Title of officer)

By Herman W. Clough
Member, State Highway Commission
(Title of officer)

By ____________
Member, State Highway Commission
(Title of officer)

By ____________
____
(Title of officer)

By ____________
____
(Title of officer)

FEDERAL WORKS ADMINISTRATOR,

By ____________
Acting Commissioner of Public Roads.

U. S. GOVERNMENT PRINTING OFFICE 16—11379

Form PR. 2—Revised

FEDERAL WORKS AGENCY
PUBLIC ROADS ADMINISTRATION

CERTIFICATE OF APPROVAL OF PLANS, SPECIFICATIONS, AND ESTIMATES

(Under "An Act to provide that the United States shall aid the States in the construction of rural roads, and for other purposes," approved July 11, 1916, and acts amendatory thereof and supplementary thereto.)

To

The Secretary of the Treasury, and

The State Highway Department of the State of Oregon

Pursuant to the acts above cited, I hereby certify—

First. That in accordance with the provisions of said acts, I have approved the plans, specifications, and estimates submitted by the State Highway Department of the State of Oregon for the construction of a highway designated in the records of this Agency as Federal Aid Project No. 119-A(2) State of Oregon.

Second. That in accordance with said provisions I have approved the sum of $47,803.80 as the total estimated cost of said project, and the sum of $29,160.00 as the share of the United States, payable under said acts on account of such project, which does not exceed the authorized Federal pro rata share of said total estimated cost.

Done at the city of Washington, this ______ day of JAN 22 1941

one thousand nine hundred and ______

Federal Works Administrator,

By ______
Acting Commissioner of Public Roads.

U. S. GOVERNMENT PRINTING OFFICE 16—10120

FEB 3 1941

RECEIVED
FEB 6 1941
DISTRICT 1

RECEIVED

FEDERAL WORKS AGENCY
PUBLIC ROADS ADMINISTRATION

UNITED STATES DEPARTMENT OF AGRICULTURE
BUREAU OF PUBLIC ROADS
DISTRICT No. 1

POST OFFICE BUILDING
PORTLAND, OREGON

119-A-2 (Stencil #28)

IN YOUR REPLY PLEASE
REFER TO FILE No. Oregon FAP 119-A (2)
Brookings Section
Oregon Coast Highway

December 16, 1940

Mr. R. H. Baldock
State Highway Engineer
Salem, Oregon

Dear Sir:

We are forwarding herewith two copies of proposed project agreement for signature and return to this office.

Enclosed is an approved copy of the detail estimate, upon which the agreement was based, together with approved copy of specifications.

Very truly yours,

W. H. LYNCH
District Engineer

T. M. Davis

T. M. Davis
Sr. Highway Engineer

2

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DEC 23 1940
FOR FILING

119-A-2

December 21, 1940

Mr. F. P. Whitmore
Resident Highway Engineer
Ashland, Oregon

Dear Sir:

It has come to our attention that a possible misunderstanding may arise as to interpretation of specifications on the Brookings grading and bituminous macadam surfacing project, Contract No. 2352, due to ambiguity in those parts of the special provisions referring to the determination of pay quantities of excavations made for box culvert construction.

The provisions given on page 4 of the special provisions under the heading "Form Excavation, Reshaping, etc. - - - - " were not intended to apply for excavations made for structures, although this fact is not so stated. In determining the pay quantities of excavations made for box culverts, it was the intent, and properly should be so construed, that the specifications given for "Excavation and Fill" in Section 1, Division 2 of the standard bridge specifications, issue of August 1, 1939, are to control.

Very truly yours,

R. H. BALDOCK
Chief Engineer

By

S. H. Probert
Office Engineer

VGO'K:KR

cc to H. G. Smith

cc to K. D. Lytle

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DEC 3 1940
FOR FILING

119-R-2

OREGON STATE HIGHWAY COMMISSION

INTER-DEPARTMENT CORRESPONDENCE

Roseburg, Oregon
Nov. 26, 1940

Subject: Additional Plans

To:

S. H. Probert
Office Engineer

Dear Sir:

Please send P. P. Whitmore one additional set of Federal Aid Plans for the Brookings Job; also please send one set to the West Coast Telephone Company of Marshfield and one to the Brookings Light & Power Company of Brookings.

Very truly yours,

K. D. LYTLE
Division Engineer

By: R. B.
Office Engineer

RBS:G

4548
4804
7106

mailed 12/2/40
Alvick

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119-A-2

November 9, 1940

Mr. W. H. Lynch
District Engineer
Public Roads Administration
P. O. Box 3900
Portland, Oregon

Dear Sir:

Herewith are enclosed seven copies of estimate as basis for project agreement for the Brookings Section, Project No. FA 119 (2).

Very truly yours,

R. H. BALDOCK
Chief Engineer

By

S. H. Probert
Office Engineer

Dict. by J. W. Nash/ER

Encl.

Oregon State Highway Department Federal Aid Project No. 119-A (2)

BROOKINGS SECTION OF THE
OREGON COAST HIGHWAY IN CURRY COUNTY

(Estimate as basis for project agreement. Based on low bid prices.)

Salem, Oregon, November 6, 1940

22' Roadway (Sta. 731+20.5 to 747+75)

All Required		Clearing and Grubbing		$ 425.00
450	cu. yds.	Trench Excavation	$ 1.25	562.50
4,500	cu. yds.	Excavation, Single Classif.	.35	1,575.00
13,300	yd. mi.	Truck Haul	.15	1,995.00
0.31	mile	Finishing Roadbed and Slopes	400.00	124.00
300	lin. ft.	Rounding Cutbanks	.10	30.00
120	lin. ft.	15" Sewer Pipe	1.50	180.00
70	lin. ft.	18" Concrete Pipe	2.25	157.50
60	lin. ft.	24" Concrete Pipe	3.00	180.00
40	lin. ft.	30" Concrete Pipe	4.00	160.00
120	lin. ft.	Salvaging Culvert Pipe	.50	60.00
All Required		Moving Hydrant		10.00
300	cu. yds.	Salvaging Surfacing Materials	.65	195.00
1,900	cu. yds.	Pit-run Gravel in Subbase	.60	1,140.00
400	cu. yds.	3/4" - 0" Gravel in Base	1.35	540.00
120	cu. yds.	Filler	.30	36.00
120	yd. mi.	Hauling Filler	.15	18.00
60	M-gal.	Sprinkling	1.00	60.00
0.31	mile	Preparation of Base	200.00	62.00
350	cu. yds.	Mineral Aggregate in Place	2.50	875.00
22	tons	Asphalt in Place	22.50	495.00
4	tons	Emulsified or RC-3 Asphalt in Seal Coat	22.50	90.00
			Subtotal	$ 8,970.00
			10% Engr. & Cont.	897.00
			Total	$ 9,867.00

Length	0.313 mile
Cost per mile	$ 31,523.96

57' Roadway (Sta. 747+75 to 770+00)

All Required		Clearing and Grubbing		$ 575.00
650	cu. yds.	Trench Excavation	$ 1.25	812.50
35,500	cu. yds.	Excavation, Single Classif.	.35	12,425.00
1,000	yd. mi.	Truck Haul	.15	150.00
0.42	mile	Finishing Roadbed and Slopes	400.00	168.00
3,200	lin. ft.	Rounding Cutbanks	.10	320.00
990	lin. ft.	12" Sewer Pipe	1.00	990.00
450	lin. ft.	15" Sewer Pipe	1.50	675.00
60	lin. ft.	18" Sewer Pipe	2.25	135.00
290	lin. ft.	Salvaging Culvert Pipe	.50	145.00
2	only	Adjusting Manhole	10.00	20.00
1	only	Removal of Manhole	25.00	25.00
7	only	Concrete Catch Basins	25.00	175.00
3	only	Special Concrete Manholes	80.00	240.00
1	only	Standard Concrete Manhole	90.00	90.00
170	cu. yds.	Concrete Curbs and Gutters	20.00	3,400.00
5	cu. yds.	Concrete in Stairways	20.00	100.00
102	cu. yds.	Class "A" Concrete	25.00	2,550.00
12,000	lbs.	Metal Reinforcement	.06	720.00
150	sq. yds.	Hand-placed Rock Slopes	1.00	150.00
600	cu. yds.	Salvaging Surfacing Materials	.65	390.00
5,100	cu. yds.	Pit-run Gravel in Subbase	.60	3,060.00
1,100	cu. yds.	3/4" - 0" Gravel in Base	1.35	1,485.00
430	cu. yds.	Filler	.30	129.00
430	yd. mi.	Hauling Filler	.15	64.50
210	M-gal.	Sprinkling	1.00	210.00
0.42	mile	Preparation of Base	200.00	84.00
1,250	cu. yds.	Mineral Aggregate in Place	2.50	3,125.00
78	tons	Asphalt in Place	22.50	1,755.00
16	tons	Emulsified or RC-3 Asphalt in Seal Coat	22.50	360.00
			Subtotal	$ 34,488.00
			10% Engr. & Cont.	3,448.80
			Total	$ 37,936.80

Length	0.421 mile
Cost per mile	$ 90,111.16

SUMMARY OF FUNDS REQUESTED

Item	Total Cost	Federal Aid Funds	State Funds
22' Roadway	$ 9,867.00	$ 6,019.00	$ 3,848.00
57' Roadway	37,936.80	23,141.00	14,795.80
	$ 47,803.80	$ 29,160.00	$ 18,643.80

NON-PARTICIPATING ITEMS

4,500	cu. yds.	Excavation, Single Classif.	$ .35	$ 1,575.00
1,000	yd. mi.	Truck Haul	.15	150.00
350	lin. ft.	2" Steel Pipe	.35	122.50
380	lin. ft.	6" Wood Pipe	1.00	380.00
360	lin. ft.	8" Wood Pipe	1.40	504.00
				$ 2,731.50
			Total Cost of Project	$ 50,535.30

State Funds for Construction: Chap. 175, laws 1917; Chap. 31, laws 1920;
Chap. 529, laws 1939
State Funds for Maintenance: Chap. 529, laws 1939

RECEIVED
SEP 12 1940
FOR FILING

114-H. 2

September 11, 1940

Mr. A. Milne
7253 N. E. Broadway
Portland, Oregon

Dear Sir:

We are sending you today by express a fully executed copy of each of the following contracts which were awarded to you by the State Highway Commission on August 22 and 23, 1940, respectively:

✓ Contract No. 2352 - Brookings Section of the Oregon Coast Highway, in Curry County

Contract No. 2360 - South Newport Section of the Oregon Coast Highway, in Lincoln County

These copies are for your records and files. We are also sending executed copies to the surety on your bonds.

Very truly yours,

STATE HIGHWAY COMMISSION
By

Secretary

MEL

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SEP 12 1940
FOR FILING

[illegible]

September 11, 1940

U. S. FIDELITY & GUARANTY COMPANY
c/o McCollister & Campbell, General Agents
300 Central Building
Seattle, Washington

Gentlemen:

We are sending you today by express a fully executed copy of each of the following contracts which were awarded to A. Milne by the State Highway Commission on August 22 and 23, 1940, respectively:

✓ Contract No. 2352 - Brookings Section of the Oregon Coast Highway, in Curry County

Contract No. 2360 - South Newport Section of the Oregon Coast Highway, in Lincoln County

These copies are being sent you inasmuch as you are surety for the contractor on these jobs, and are for your records and files.

Very truly yours,

STATE HIGHWAY COMMISSION
By

Secretary

MBL

117-11-2

COPY

UNITED STATES FIDELITY AND GUARANTY CO.

Portland Office

September 3, 1940

Oregon State Highway Commission
Salem
Oregon

Gentlemen:

At the request of McCollister & Campbell, Inc., agents of this Company in Seattle, we have countersigned and are forwarding to you by express four copies of the contract and bond, covering 0.61 miles of grading, surfacing and oiling on the South Newport Section of the Lincoln Highway, said contract being in the amount of $23,968.00.

We are also forwarding you executed copies of the contract and bond on the Oregon State Highway contract for 0.73 miles of grading and bituminous macadam surfacing on Brookings Section of Oregon Coast Highway.

Very truly yours,

(Sgd.) M. K. SPROTT
Manager

RECEIVED
AUG 28 1940
F[illegible]G

117-9-2

August 27, 1940

Mr. A. Milne
7253 N. E. Broadway
Portland, Oregon

Dear Sir:

We are sending to you today by express four copies of Contract No. 2352, which was awarded to you on August 22, 1940, by the State Highway Commission, covering 0.73 miles grading and surfacing, and furnishing 8,500 cu. yds. crushed gravel in stock piles, on the Brookings Section of the Oregon Coast Highway, in Curry County.

Kindly execute all four copies of this contract as to agreement and bond and return them to this office for approval by the State Highway Commission. When this has been done, a fully executed copy will be returned to you for your records and files. We will also send an executed copy to the surety on your bond.

Your special attention is called to the paragraph under Section 5 (page 14) of the printed General Provisions, relating to the Workmen's Compensation Act. You will be expected to accept the terms of this Act and to carry on your contract work in strict conformance thereto.

Your attention is also called to the paragraph on the mimeographed page immediately preceding the colored pages, relating to payment by the contractor of amounts due hospital associations, et cetera.

Very truly yours,

OREGON STATE HIGHWAY COMMISSION

By

RS

Secretary

NOTED
D. G. DeSart

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AUG 26 1940
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119-A-2

August 24, 1940

Mr. A. Milne
7253 N. E. Broadway
Portland, Oregon

Dear Sir:

The State Highway Commission on August 22, 1940, awarded you the contract for 0.73 miles grading and bituminous gravel surfacing and for furnishing 8,500 cu. yds. of crushed gravel in stock piles, on the Brookings Section of the Oregon Coast Highway, in Curry County. This award was based on your low bid of $57,089.50, submitted by you on that date. Contract forms will be sent to you for execution within the next few days.

Very truly yours,

Secretary

rs

cc - Mr. S. H. Probert
Mr. G. S. Paxson

RECEIVED
SEP 3 - 1940
FOR FILING

MONTANA
OREGON
WASHINGTON
119-A-2

FEDERAL WORKS AGENCY
PUBLIC ROADS ADMINISTRATION
DISTRICT ONE

POST OFFICE BUILDING
PORTLAND, OREGON

August 22, 1940

Mr. R. H. Baldock
State Highway Engineer
Salem, Oregon

Dear Sir:

This is to confirm our verbal concurrence in award of contract, as of this date, for Oregon Federal Aid Project No. 119-A (2), Brookings Section of the Oregon Coast Highway, to A. Milne, Portland, Oregon, who submitted the low bid.

Very truly yours,

W H Lynch

W. H. LYNCH
District Engineer

Jon

FEDERAL WORKS AGENCY
PUBLIC ROADS ADMINISTRATION
DISTRICT ONE

MONTANA
OREGON
WASHINGTON

POST OFFICE BUILDING
PORTLAND, OREGON

August 7, 1940

Mr. R. H. Baldock
State Highway Engineer
Salem, Oregon

Dear Sir:

P.S.& E. documents for Oregon Federal Aid Project No. 119-A (2), the Brookings Section of the Oregon Coast Highway, have today been recommended for approval, subject to final review and approval by the Commissioner of Public Roads. This is your authority to advertise for bids.

Concurrence in award of contract will be withheld until the program is approved and all rights of way have been secured.

The estimate calls for 44-ft. roadway, Stations 747+75 to 770+00. The section sheet shows this to be 57 ft. B-2 with 3 ft. of concrete gutter. Also the section sheet simply shows "Type B" modified instead of Type B-2 modified. Your records should be corrected accordingly.

Please show the cost of the non-participating items on the project agreement estimate.

Very truly yours,

W H Lynch

W. H. LYNCH
District Engineer

August 8, 1940

Mr. W. H. Lynch
District Engineer
Public Roads Administration
P. O. Box 3900
Portland, Oregon

Dear Sir:

We are enclosing herewith seven copies of estimate and three copies of right of way statement for the Brookings Section, Project No. 119-A (2).

Five bid proposals and five sets of blueprint plans are being sent under separate cover.

Very truly yours,

R. H. BALDOCK
State Highway Engineer

By

S. H. Probert
Office Engineer

Dict. by J. W. Nash/ER

Encl.

Oregon State Highway Department Federal Aid Project No. 119-A (2)

BROOKINGS SECTION OF THE OREGON COAST HIGHWAY IN CURRY COUNTY

(Estimate to accompany plans and specifications. Not as basis for project agreement.)

Salem, Oregon, August 3, 1940

22' Roadway (Sta. 731+20.5 to 747+75)

All Required		Clearing and Grubbing		$ 200.00
450	cu. yds.	Trench Excavation	$ 1.00	450.00
4,500	cu. yds.	Excavation, Single Classif.	.40	1,800.00
13,300	yd. mi.	Truck Haul	.12	1,596.00
0.31	mile	Finishing Roadbed and Slopes	400.00	124.00
300	lin. ft.	Rounding Cutbanks	.10	30.00
120	lin. ft.	15" Sewer Pipe	1.60	192.00
70	lin. ft.	18" Concrete Pipe	2.00	140.00
60	lin. ft.	24" Concrete Pipe	3.00	180.00
40	lin. ft.	30" Concrete Pipe	4.00	160.00
120	lin. ft.	Salvaging Culvert Pipe	.60	72.00
All Required		Moving Hydrant		25.00
300	cu. yds.	Salvaging Surfacing Materials	.60	180.00
1,900	cu. yds.	Pit-run Gravel in Subbase	.60	1,140.00
400	cu. yds.	3/4" - 0" Gravel in Base	1.25	500.00
120	cu. yds.	Filler	.40	48.00
120	yd. mi.	Hauling Filler	.12	14.40
60	M-gal.	Sprinkling	1.50	90.00
0.31	mile	Preparation of Base	150.00	46.50
350	cu. yds.	Mineral Aggregate in Place	4.00	1,400.00
22	tons	Asphalt in Place	38.00	836.00
4	tons	Emulsified or RC-3 Asphalt in Seal Coat	38.00	152.00
			Subtotal	$ 9,375.90
			10% Engr. & Cont.	937.59
			Total	$ 10,313.49

Length 0.313 mile
Cost per mile $ 32,950.44

44' Roadway (Sta. 747+75 to 770+00)

All Required		Clearing and Grubbing		$ 300.00
650	cu. yds.	Trench Excavation	$ 1.00	650.00
35,500	cu. yds.	Excavation, Single Classif.	.40	14,200.00
1,000	yd. mi.	Truck Haul	.12	120.00
0.42	mile	Finishing Roadbed and Slopes	400.00	168.00
3,200	lin. ft.	Rounding Cutbanks	.10	320.00
950	lin. ft.	12" Sewer Pipe	1.00	950.00
450	lin. ft.	15" Sewer Pipe	1.60	720.00
60	lin. ft.	18" Sewer Pipe	2.00	120.00
290	lin. ft.	Salvaging Culvert Pipe	.60	174.00
2	only	Adjusting Manhole	50.00	100.00
1	only	Removal of Manhole	25.00	25.00
7	only	Concrete Catch Basins	30.00	210.00
3	only	Special Concrete Manholes	80.00	240.00
1	only	Standard Concrete Manhole	80.00	80.00
170	cu. yds.	Concrete Curbs and Gutters	20.00	3,400.00
5	cu. yds.	Concrete in Stairways	30.00	150.00
102	cu. yds.	Class "A" Concrete	25.00	2,550.00
12,000	lbs.	Metal Reinforcement	.06	720.00
150	sq. yds.	Hand-placed Rock Slopes	1.00	150.00
600	cu. yds.	Salvaging Surfacing Materials	.60	360.00
5,100	cu. yds.	Pit-run Gravel in Subbase	.60	3,060.00
1,100	cu. yds.	3/4" - 0" Gravel in Base	1.25	1,375.00
430	cu. yds.	Filler	.40	172.00
430	yd. mi.	Hauling Filler	.12	51.60
210	M-gal.	Sprinkling	1.50	315.00
0.42	mile	Preparation of Base	150.00	63.00
1,250	cu. yds.	Mineral Aggregate in Place	4.00	5,000.00
78	tons	Asphalt in Place	38.00	2,964.00
16	tons	Emulsified or RC-3 Asphalt in Seal Coat	38.00	608.00
			Subtotal	$ 39,315.60
			10% Engr. & Cont.	3,931.56
			Total	$ 43,247.16

Length 0.421 mile
Cost per mile $ 102,724.84

SUMMARY OF FUNDS REQUESTED

Item	Total Cost	Federal Aid Funds	State Funds
22' Roadway	$ 10,313.49	$ 6,293.00	$ 4,020.49
44' Roadway	43,247.16	26,387.00	16,860.16
	$ 53,560.65	$ 32,680.00	$ 20,880.65

BROOKINGS SECTION

PROJECT NO. FA 119-A (3)

While negotiations for right of way are in progress, some 6 parcels have not been acquired, nor has the right to occupy and use these parcels been secured, but it is now believed that all necessary right of way will be acquired within the next 14 days.

R. H. BALDOCK
State Highway Engineer

By

S. H. Probert
Office Engineer

CONTRACT#2353

15-4210 Little Butte Creek-Cascade Gorge Sec.
Crater Lake Highway
1940

#2353

RECEIVED
[illegible]
FOR FILING

15-4210

February 4, 1943

Day, Hampson & Nelson
Attorneys at Law
800 Pacific Building
Portland, Oregon

Gentlemen:

I wish to acknowledge receipt of and thank you for your letter of February 3, 1943, with a copy of your letter to Hon. Robert S. Farrell, Jr., Secretary of State, advising that the claim of the Standard Oil Company against the bond taken from R. I. Stuart & Sons, in connection with state highway contract No. 2353, has been paid in full.

We are today making note of this on our records of this contract.

Very truly yours,

Secretary

AM

NOTED
A. L. MONSON

February 4, 1943

General Casualty Company of America
H. E. Brown, Agent
Board of Trade Building
Portland, Oregon

Gentlemen:

This is to advise you that we have today received notification that the claim of the Standard Oil Company, in the amount of $1,154.03, against the bond taken from R. I. Stuart & Sons, in connection with state highway contract No. 2353, has been paid in full.

This information is given you inasmuch as you appear surety on the bond furnished in connection with the above-mentioned contract.

Very truly yours,
STATE HIGHWAY COMMISSION

By

Secretary

AM

cc - R. I. Stuart & Sons
North Fir Street
Medford, Oregon

DEY, HAMPSON & NELSON
ATTORNEYS AT LAW
800 PACIFIC BUILDING
PORTLAND, OREGON

ALFRED A. HAMPSON
PAUL P. FARRENS
CLARENCE J. YOUNG
ANDREW KOERNER
HERBERT L. SWETT
FRANK C. McCOLLOCH
RICHARD R. MORRIS
JAMES C. DEZENDORF
ROSCOE C. NELSON, JR.
ALFRED H. CORBETT
JOHN GORDON GEARIN
JACK M. McLAUGHLIN

February 3, 1943.

State Highway Commission,
Salem, Oregon.

Gentlemen:

We are enclosing herewith copy of letter which we have today sent to the Hon. Robt. S. Farrell, Jr., Secretary of State, in regard to the claim of Standard Oil Company of California against the bond taken in connection with Oregon State Highway contract No. 2353.

You will observe from this letter that this claim has now been paid in full.

Very truly yours,

Dey, Hampson & Nelson

14/9
Enclosure

REFERRED TO
Miss Monson
BY SECRETARY

note on card and
prepare usual letters

RECEIVED
FEB 4 - 1943
OREGON
STATE HIGHWAY COMMISSION

DEY, HAMPSON & NELSON
ATTORNEYS AT LAW
800 PACIFIC BUILDING
PORTLAND, OREGON

ALFRED A. HAMPSON
PAUL P. FARRENS
CLARENCE J. YOUNG
ANDREW KOERNER
HERBERT L. SWETT
FRANK C. McCOLLOCH
RICHARD R. MORRIS
JAMES C. DEZENDORF
ROSCOE C. NELSON, JR.
ALFRED H. CORBETT
JOHN GORDON GEARIN
JACK M. McLAUGHLIN

February 3, 1943.

Hon. Robert S. Farrell, Jr.,
Secretary of State,
Salem, Oregon.

Dear Sir:

On July 17, 1942, we filed with your office notice of claim of the Standard Oil Company of California in the sum of $1154.03 against the bond taken from R. I. Stuart & Sons, principal, and General Casualty Company of America, surety, on account of merchandise supplied to the principal in connection with the work of furnishing crushed gravel in stock piles on the Little Butte Creek-Cascade Gorge Section of the Crater Lake & Sams Valley Secondary Highway in Jackson County, Oregon, Oregon State Highway Contract No. 2363. 2353

Please be advised that this claim has been paid in full and we request that you make proper notations on your file to that effect.

We are sending a copy of this letter to the State Highway Commission.

Very truly yours,

Signed; DEY, HAMPSON & NELSON

14/9

cc State Highway Commission.

RECEIVED
[illegible]
FOR FILING

15-1126

September 1, 1942

General Casualty Company of America
Oregon Service Office
601 Board of Trade Building
Portland, Oregon

Attention: C. H. Cleaver

Gentlemen:

Reply is made to your letter of August 28, 1942, regarding extra work performed by R. I. Stuart & Sons in connection with their contract No. 2353 for the furnishing of crushed gravel in stock piles for the Little Butte Creek-Cascade Gorge Section of the Crater Lake Highway and Sams Valley Secondary Highway, in Jackson County. You inquire whether or not the State Highway Commission considers the overrun in quantities to be an extension of the contract involving additional liability on the part of the General Casualty Company of America.

The extra quantities furnished by the contractor were ordered as an extension of the original contract and are being paid for as a contract item and in view thereof we consider that the bond furnished in connection with the original contract is liable for work performed under such extension which, under your ruling, would entitle the bonding company to additional premium.

It was not the intention of the Engineer, in ordering the extra quantities, to have the same furnished by the contractor without bond coverage.

Trusting that this is the information you desire, I remain

Very truly yours,

HBG:AM

Secretary

AMERICA GENERAL COMPANIES
H K DENT
PRESIDENT

GENERAL INSURANCE COMPANY OF AMERICA
FIRST NATIONAL INSURANCE CO. OF AMERICA
GENERAL CASUALTY COMPANY OF AMERICA
HOME OFFICES – SEATTLE, WASHINGTON

OREGON SERVICE OFFICE
601 BOARD OF TRADE BUILDING

PORTLAND, OREGON

August 28, 1942

REFERRED [illegible]
BY SECRETARY

ask [illegible] answer this.
It may have been paid for
under the contract and if so
comes under the bond

Oregon State Highway Commission
Salem, Oregon

Attention of Mr. H. B. Glaisyer

Re: R. I. Stuart & Sons

Gentlemen:

On August 30, 1940, the General Casualty Company issued its bond #32356, in the amount of $18,425, for R. I. Stuart & Sons of Medford, in favor of the Oregon State Highway Commission, and covering the rock production project on Crater Lake-Sams Valley Secondary Highway in Jackson County, Little Butte Creek-Cascade Gorge Section.

The final estimate allowed R. I. Stuart & Sons on this job was $23,776.12, resulting in an over-run from the original amount of contract of $5,351.12. If the over-run on this contract resulted from an extension of the contract which incurred additional liability for the General Casualty Company, we would be entitled to additional premium on the bond.

However, Mr. Stuart states, we are advised, that he had completed the original job in its entirety before being advised of the extension of the work, and further that Mr. Stuart was advised by your engineer that this extension would not require additional bond. Would it be possible for you to consult your records and determine for us whether or not the extension of this contract in the amount of $5,351.12 actually incurred additional liability for the General Casualty Company, or whether your engineer and your Department considered the extension to be unbonded? With this information, we will be able to determine whether or not we should collect the small additional premium now charged against R. I. Stuart & Sons.

Thank you very much for your help in assisting us to straighten this matter out.

Yours very truly,

C. H. Cleaver

C. H. Cleaver

ANSWERED
H. B. GLAISYER

RECEIVED
AUG 29 1942
STATE HIGHWAY COMMISSION

ej

RECEIVED
JUL 22 1942
FOR FILING

75-4510

July 21, 1942

General Casualty Company of America
H. H. Brown, Agent
Board of Trade Building
Portland, Oregon

Gentlemen:

Attached hereto is a copy of a claim, in the amount of $1,154.03, which has been filed in the office of the Secretary of State by the Standard Oil Company of California against the bond taken from R. I. Stuart & Sons in connection with state highway contract No. 2353, Little Butte Creek-Cascade Gorge Section of the Crater Lake and Sams Valley Secondary Highways, in Jackson County.

This is being sent to you inasmuch as you appear surety on the bond furnished by the contractor in connection with this contract.

Very truly yours,
STATE HIGHWAY COMMISSION

By

DD:AM

Secretary

cc - R. I. Stuart & Sons
North Fir Street
Medford, Oregon

cc - Standard Oil Co. of California
P. O. Box 950
Portland, Oregon

cc - Dey, Hampson & Nelson
Attorneys at Law
800 Pacific Bldg.
Portland, Oregon

NOTED
D. G. DeSart

July 21, 1942

Day, Hampson & Nelson
Attorneys at Law
800 Pacific Building
Portland, Oregon

Gentlemen:

We have today received a notice, through the office of the Secretary of State, that you have filed a claim, in the amount of $1,154.03, in behalf of the Standard Oil Company of California, against the bond taken from R. I. Stuart & Sons in connection with state highway contract No. 2353, Little Butte Creek-Cascade Gorge Section of the Crater Lake and Sams Valley Secondary Highways, in Jackson County. This claim was filed in the office of the Secretary of State on July 18, 1942.

This letter will also serve to acknowledge your letter of July 17 advising of this same claim and submitting a copy of the affidavit filed with the Secretary of State.

For your information, this contract was completed on October 16, 1941, and was accepted by the State Highway Commission on January 21, 1942.

Very truly yours,

Secretary

[redacted]

cc - Standard Oil Co. of California
P. O. Box 950
Portland, Oregon

cc - R. I. Stuart & Sons
North Fir Street
Medford, Oregon

NOTED
D. G. DeSart

DEY, HAMPSON & NELSON
ATTORNEYS AT LAW
800 PACIFIC BUILDING
PORTLAND, OREGON

ALFRED A. HAMPSON
PAUL P. FARRENS
CLARENCE J. YOUNG
ANDREW KOERNER
HERBERT L. SWETT
FRANK C. MC COLLOCH
RICHARD R. MORRIS
JAMES C. DEZENDORF
ROSCOE C. NELSON, JR.
ALFRED H. CORBETT
JOHN GORDON GEARIN
JACK M. MC LAUGHLIN

July 17, 1942

State Highway Commission,
Salem, Oregon.

Gentlemen:

We are enclosing herewith copy of letter which we have today sent to the Honorable Earl Snell, Secretary of State, in regard to the claim of the Standard Oil Company of California against the bond taken in connection with Oregon State Highway contract No. 2353.

We also enclose a signed copy of this notice.

Very truly yours,

Dey, Hampson & Nelson

14-29

Enclosures.

REFERRED TO
De Sart
BY SECRETARY

usual letters
tell Dey Hampson [illegible]
when job is completed
and accepted.

DEY, HAMPSON & NELSON
ATTORNEYS AT LAW
800 PACIFIC BUILDING
PORTLAND, OREGON

ALFRED A. HAMPSON
PAUL P. FARRENS
CLARENCE J. YOUNG
ANDREW KOERNER
HERBERT L. SWETT
FRANK C. McCOLLOCH
RICHARD R. MORRIS
JAMES C. DEZENDORF
ROSCOE C. NELSON, JR.
ALFRED H. CORBETT
JOHN GORDON GEARIN
JACK M. McLAUGHLIN

July 17, 1942

Hon. Earl Snell,
Secretary of State,
Salem, Oregon.

Dear Sir:

We are enclosing herewith notice of the Standard Oil Company of California of its claim in the sum of $1,154.03 against the bond taken from R. L. Stuart & Sons, principal, and General Casualty Company of America, surety, on account of goods, wares, and merchandise furnished the principal in connection with work of furnishing crushed gravel in stock piles, Little Butte Creek-Cascade Gorge Section of the Crater Lake and Sams Valley Secondary Highway in Jackson County, Oregon, Oregon State Highway Contract No. 2353.

Will you please place this claim on file, as provided in Section 98-101, O.C.L.A., and advise us when that has been done.

We are sending a copy of this letter, and also the notice to the State Highway Commission.

Very truly yours,

14-29

Enclosure

Portland, Oregon

TO THE STATE OF OREGON, and to the
SECRETARY OF STATE thereof:

NOTICE IS HEREBY GIVEN that the undersigned, STANDARD OIL COMPANY OF CALIFORNIA, has a claim for goods, wares and merchandise, consisting of petroleum products, in the sum of $1,154.03, against the bond taken from R. I. Stuart & Sons, principal, and General Casualty Company of America, surety, for the work of furnishing crushed gravel in stock piles, Little Butte Creek-Cascade Gorge Section of the Crater Lake and Sams Valley Secondary Highway in Jackson County, Oregon, Oregon State Highway Contract No. 2353.

Dated at Portland, Oregon, July 16, 1942.

STANDARD OIL COMPANY OF CALIFORNIA

By W G White

District Credit Man

Portland, Oregon

TO THE STATE OF OREGON, and to the
SECRETARY OF STATE thereof:

NOTICE IS HEREBY GIVEN that the undersigned, STANDARD OIL COMPANY OF CALIFORNIA, has a claimfor goods, wares and merchandise, consisting of petroleum products, in the sum of $1,154.03, against the bond taken from R. I. Stuart & Sons, principal, and General Casualty Company of America, surety, for the work of furnishing crushed gravel in stock piles, Little Butte Creek-Cascade Gorge Section of the Crater Lake and Sams Valley Secondary Highway in Jackson County, Oregon, Oregon State Highway Contract No. 2353.

Dated at Portland, Oregon, July 16, 1942.

STANDARD OIL COMPANY OF CALIFORNIA

BY W. W. WHITE
District Credit Man

Endorsed: File No. 3066
Filed July 18, 1942
EARL SNELL, Secretary of State

RECEIVED
JUL 22 1942
FOR FILING

July 21, 1942

Honorable Earl Snell
Secretary of State
Capitol

Dear Sir:

This acknowledges receipt of your letter of July 18, enclosing three copies of a Notice of Claim, in the amount of $1,154.03, filed by the Standard Oil Company of California against the bond taken from R. I. Stuart & Sons in connection with their contract No. 2353 with the State Highway Commission, for work on the Little Butte Creek-Cascade Gorge Section of the Crater Lake and Sams Valley Secondary Highways.

We have noted this claim in our records of this job and will today forward to the contractor and his surety copies of the notice thereof.

Very truly yours,
STATE HIGHWAY COMMISSION

By

Secretary

NOTED
D. G. DeSart

EARL SNELL
SECRETARY OF STATE
SALEM, OREGON

[illegible]ECEIVED
[illegible] 01 1942
[illegible] COMMISSION

J[illegible], [illegible], [illegible]94[illegible]

Oregon [illegible]
S[illegible], [illegible]

[illegible]: Attention Mr. [illegible]

[illegible] your information [illegible] file, [illegible] invoice [illegible] Company of [illegible] for [illegible].03 [illegible] from [illegible] Sons, [illegible] [illegible] [illegible], 1939, which was received and filed today.

Please acknowledge receipt of the copies in order to complete our files.

Very truly yours,

Earl Snell
Secretary of State

[illegible]
Encl. 2

REFERRED TO
[illegible]
BY SECRETARY
usual letter

R.H. Baldock

15-4210

March 1st, 1942

FINAL COST ANALYSIS
Little Butte Creek-Cascade Gorge
Crater Lake and Sams Valley Secondary Highways in Jackson County

Prefix 15-4210

Contract No. 2353
R. I. Stuart & Sons, Contractors

Glen Roberts, Resident Engineer

Item	Cost	Quantity	Unit Cost	Unit Bid	Gross Revenue
1¼"-3/4" Cr. Gravel in Stockpile	$3,902.31	3,258.8 Cu. Yd.	$1.20	$1.00	$3,258.80
3/4"-½" " " "	9,368.04	7,823.2 " "	1.20	1.00	7,823.20
½"-¼" " " "	8,106.17	6,769.4 " "	1.20	1.00	6,769.40
¼"-0 " " "	2,993.69	2,500.0 " "	1.20	0.25	625.00
Haul Cr. Gravel, Pile Measure	6,114.69	48,207.7 Yd. Mi.	0.127	0.10	4,820.77
Screen Rejections	414.05	1,656.2 Cu. Yd.	0.25	0.25	414.05
Haul Screen Rejections	14.91	149.1 Yd. Mi.	0.10	0.10	14.91
	$30,913.86				$23,726.13

Total Cost	$30,913.86
Gross Revenue	23,726.13
Net Loss	$7,187.73

Net Loss Equals 30.29% of Gross Revenue

Contract No. 2353

Details of Cost

Labor:

Miles Stuart, 46 weeks at $30.00	$1,380.00	
Labor	9,383.55	
State Industrial Accident Insurance	422.26	
Unemployment Compensation	281.51	
Old Age Benefit	93.83	
		$11,561.15

Miscellaneous Expenses:

Equipment Rental (Incl. Repairs)	$10,154.10	
Gas, Oil, Grease & Electric Power	4,748.40	
Install Power Line	289.20	
Plant Lumber	230.00	
Move In and Set Up (2 set-ups)	2,008.74	
Misc. Expense & Small Tools	643.75	
Overhead Expense	450.62	
Home Office Expense	590.63	
Bond	237.27	
		19,352.71
Total Cost		$30,913.86

Contract No. 2353

Analysis of Crushing Costs

	Cost	Quantity	Unit Cost
Move In and Set Up	$3,902.60	20,351.4 Cu. Yd.	$0.1918
Load Bar Material	4,785.69	" " "	0.2352
Haul Bar Material to Plant	3,235.70	" " "	0.1590
Operate Plant	12,446.22	" " "	0.6115
Cost in Bunker	$24,784.26	20,351.4 Cu. Yd.	$1.1975

Contract No. 2353

Remarks:

This was a "State Project" and consisted of furnishing 20,350 cu. yd. of crushed gravel in stockpiles. The contract was bid and awarded August 22nd, 1940. Work was started October 1st, 1940, and completed October 16th, 1941.

Set up of a plant at M.P. 34.5 on the Crater Lake Highway was started on October 1st, 1940, and with considerable delay caused by unfavorable weather, production at this plant began on December 4th. This plant consisted of a 15" x 24" jaw and an 18" Intercone crusher, a 3' x 8' scalping screen and a 3' x 6' triple-deck screen, 35 feet of bucket conveyor, 40 feet of reject belt conveyor, a 4" water pump, and power was furnished by a 20 h.p. gas engine and two 35 h.p. diesel engines. A 3/8 yard Byers shovel and a light truck moved bar material to the plant. A second plant set-up was started March 24th, 1941 at M.P. 19.66. This plant was ready to run on May 2nd. This plant consisted of an 8" x 36" jaw, a 2' cone crusher, 3' x 4' scalping screen, a 3' x 8' double-deck screen, 40 feet of bucket elevator, 50 feet of conveyor belt, a small water pump and a 5 h.p., a 15 h.p. and a 60 h.p. electric motor receiving power from a commercial line through a transformer. An old Hyster Skimmer shovel and a light truck moved bar material to the plant. The plants operated a total of 1,542 hours to produce 20,350 cu. yd. of crushed material at an average rate of 13 cu. yd. per hour. The original quantity on this contract was considerably increased by a force order for 5,200 cu. yd. of rock, part of which was taken directly from the bunker by state patching crews.

Bad weather slowed operations on this job, but old equipment resulting in constant breakdowns was the principal cause of the large loss to the contractor on this project.

E. H. Clymer
Cost Analyst

By . . M. G. Smith

RECEIVED
FEB 5 1942
FOR FILING

15-4210

February 5, 1942

R. I. Stuart & Sons
521 North Fir
Medford, Oregon

Gentlemen:

The State Highway Commission, at its meeting on January 21, 1942, granted you the indefinite extension of time requested, without penalty, in connection with state highway contract No. 2353 for furnishing crushed gravel in stock piles for the Little Butte Creek-Cascade Gorge Section of the Crater Lake Highway and Sams Valley Secondary Highway, in Jackson County.

Very truly yours,
STATE HIGHWAY COMMISSION

By

Secretary

AM

cc - Mr. K. D. Lytle

RECEIVED
JAN 31 1942
FOR FILING

15-4210

General Casualty Company of America
H. H. Brown, Agent
Board of Trade Building
Portland, Oregon

Gentlemen:

You are hereby notified that state highway contract No. 2353 for work on the Little Butte Creek-Cascade Gorge Section of the Crater Lake and Sams Valley Secondary Highways, in Jackson County, has been completed by the contractor, R. I. Stuart & Sons, and that final settlement will be made on or after February 9, 1942.

The state is not advised of any unpaid claims for labor or materials, or of the existence of any claims, debts, dues, or demands incurred in the performance of such work and remaining unsatisifed, and you are advised that the state assumes no responsibility for any such claims should there be any.

This notice is served upon you since you appear as surety on the bond furnished by the above-mentioned contractor. Kindly acknowledge receipt of this letter.

For your information we wish to advise that the total amount paid the contractor in connection with this contract will be $23,776.12, including final payment, and no force account work was performed therein. This contract was completed on October 16, 1941, and was accepted by the State Highway Commission on January 21, 1942.

Very truly yours,
STATE HIGHWAY COMMISSION

By

Secretary

HBG:AM

NOTED
D. DeSart

RECEIVED
APR 23 1941
FOR FILING

15-4210

April 22, 1941

Shell Oil Company
1220 S. W. Morrison Street
Portland, Oregon

Attention: Frank J. Hurner

Dear Sirs:

This will acknowledge receipt of your letter of April 21st requesting progress reports on two contracts with R. L. Stuart & Sons.

On contract No. 2353 for furnishing crushed gravel in stock piles on the Little Butte Creek-Cascade Gorge Section of the Crater Lake and Sams Valley highways there has been paid to date for work performed to April 15, 1941, the total of $3066.03. The percentage retained on this project is $541.07. It is estimated this work will be completed by May 31, 1941.

On contract No. 2364 for furnishing crushed gravel in stock piles on the Gold Hill Section of the Pacific & Sams Valley highways there has been paid to date the total of $19,389.35. The retained percentage is $599.67. This work was completed on March 18, 1941, and the above amounts represent semifinal payment on this project.

Yours very truly,

STATE HIGHWAY COMMISSION

By

Secretary

DGD:OA

SHELL OIL COMPANY
INCORPORATED
1220 S.W. MORRISON STREET
PORTLAND, OREGON

TELEPHONE ATWATER 7321

RECEIVED
APR 22 1941
STATE HIGHWAY COMMISSION

April 21, 1941

State of Oregon
Highway Department
Salem, Oregon

Gentlemen:

Re: R. I. Stuart & Sons
Contracts 2353 & 2364

Will you kindly furnish us with progress reports on the above two jobs? Please state the approximate percentage of work completed and the estimated completion dates.

Very truly yours,

SHELL OIL COMPANY,
Incorporated

FRANK J. HURNER
Division Credit Manager

RER:GC

15-4[illegible]

RECEIVED
SEP 17 1940
FOR FILING

RECEIVED
SEP 14 1940
[illegible] COMMISSION

GENERAL INSURANCE COMPANY OF AMERICA
FIRST NATIONAL INSURANCE CO. OF AMERICA
GENERAL CASUALTY COMPANY OF AMERICA
HOME OFFICES—SEATTLE, WASHINGTON

H. K. DENT
PRESIDENT

OREGON SERVICE OFFICE
601 BOARD OF TRADE BUILDING
PORTLAND, OREGON

September 13, 1940

Mr. H. B. Glaisyer, Secretary
Oregon State Highway Commission
Salem, Oregon

Dear Sir:

Acknowledgment is hereby made of receipt of copies of the contracts which were awarded to R. I. Stuart & Sons on August 22 and 28, 1940 covering the crushing at Little Butte Creek-Cascade Gorge Section of the Crater Lake Highway and crushing at Gold Hill Production Project.

Yours very truly,

C H Cleaver

C. H. Cleaver
mg

Special Agent

NOTED
D. G. DeSart

RECEIVED
SEP 12 1940
FOR FILING

15-12-[illegible]

September 11, 1940

R. I. STUART & SONS
521 N. Fir Street
Medford, Oregon

Gentlemen:

We are sending you today by express a fully executed copy of each of the following contracts which were awarded to you by the State Highway Commission on August 22 and 28, 1940, respectively:

✓ Contract No. 2353 - Little Butte Creek-Cascade Gorge Section of the Crater Lake Highway, in Jackson County

✓ Contract No. 2364 - Gold Hill Rock Production Project, in Jackson County

These copies are for your records and files. We are also sending an executed copy to the surety on your bond.

Very truly yours,

STATE HIGHWAY COMMISSION
By

Secretary

MBL

RECEIVED
AUG 28 1940
FOR FILING

15-4210

August 27, 1940

R. I. Stuart & Sons
521 N. Fir Street
Medford, Oregon

Gentlemen:

We are sending you today by express four copies of Contract No. 2353, which was awarded to you on August 22, 1940, by the State Highway Commission, for furnishing 16,300 cu. yds. of crushed gravel in stockpiles, on the Little Butte Creek-Cascade Gorge Section of the Crater Lake Highway, in Jackson County.

Kindly execute all four copies of this contract as to agreement and bond and return them to this office for approval by the State Highway Commission. When this has been done a fully executed copy will be returned to you for your records and files. We will also send an executed copy to the surety on your bond.

Your special attention is called to the paragraph under Section 5 (page 14) of the printed General Provisions, relating to the Workmen's Compensation Act. You will be expected to accept the terms of this Act and to carry on your contract work in strict conformance thereto.

Your attention is also called to the paragraph on the mimeographed page immediately preceding the colored pages, relating to payment by the contractor of amounts due hospital associations, et cetera.

Very truly yours,

OREGON STATE HIGHWAY COMMISSION

By

RS

Secretary

NOTED
D. C. DeSart

RECEIVED
AUG 26 1940
FOR FILING

15-4210

August 24, 1940

R. I. Stuart & Sons
521 N. Fir Street
Medford, Oregon

Gentlemen:

The State Highway Commission on August 22, 1940 awarded you the contract for furnishing approximately 16,300 cu. yds. crushed gravel in stock piles, on the Little Butte Creek-Cascade Gorge Section of the Crater Lake Highway, in Jackson County. This award was based on your low bid of $18,425.00, submitted on that date.

Contract forms will be sent to you for execution within the next few days.

Very truly yours,

rs

Secretary

cc - Mr. S. H. Probert
Mr. G. S. Paxson

CONTRACT# [redacted] 2354

18-1114 Henley Flume and U.S.R.S.Diversion
Canal, Klamath Falls-Malin Hwy.1940

#2354

R

RECEIVED
OCT 11 1941
FOR FILING

98-1114

October 10, 1941

Mr. Angelo Doveri
Klamath Falls, Oregon

Dear Sir:

The State Highway Commission at its meeting on August 15, 1941, granted your request for an extension of time from March 15 to June 7, 1941, in connection with contract No. 2354, for construction of a diversion canal and the Henley Flume on the Klamath Falls Section of the Klamath Falls-Malin Highway, in Klamath County, subject to the condition that you reimburse the state for extra engineering expense incurred subsequent to May 15, 1941.

Very truly yours,

OREGON STATE HIGHWAY COMMISSION

By

Secretary

[illegible]

cc - W. E. Chandler

R

RECEIVED
AUG 27 1941
FOR FILING

18-1114

August 27, 1941

United Pacific Insurance Co.
Jo Stroyan
Board of Trade Bldg.
Portland, Oregon

Gentlemen:

You are hereby notified that State Highway contract No. 2354 for work on the Diversion Canal and Henley Flume 8 miles south of Klamath Falls, on the Klamath Falls-Malin Highway, in Klamath County, has been completed by the contractor, Angelo Doveri, and that final settlement will be made on or after September 5, 1941.

The state is not advised of any unpaid claims for labor or materials, or of the existence of any claims, debts, dues or demands incurred in the performance of such work and remaining unsatisfied, and you are advised that the state assumes no responsibility for any such claims should there be any.

This notice is served upon you since you appear as surety on the bond furnished by the above contractor. Kindly acknowledge receipt of this letter.

For your information we wish to advise that the total amount paid the contractor in connection with this contract will be $8,055.01, and that no force account work was performed therein. This contract was completed on June 7, 1941, and accepted by the Commission on August 15, 1941.

Very truly yours,

OREGON STATE HIGHWAY COMMISSION

By

RS

Secretary

NOTED
D. [illegible]. DeSart

RECEIVED
JAN 23 1941
FOR FILING

18-1114

January 22, 1941

Angelo Dovari
Klamath Falls, Oregon

Dear Sir:

This will acknowledge receipt of your letter of January 20 and advise that warrant for payment of estimate No. 1 on your contract 2354 for construction of the Diversion Canal and Henley Flume South of Klamath Falls on the Klamath Falls-Malin Highway, will be mailed to you the latter part of this week or the first of next.

Very truly yours,

OREGON STATE HIGHWAY COMMISSION

By

DGD:RS

Secretary

Klamath Falls, Oregon
January 20 - 41

Oregon State Highway Commission.
319 State Office Building
Salem, Oregon.

Dear Sir:

Would its be posible, for me, to have a check for estimate No 1 on contract No 2354 (Division Canal and Henley Flume); as soon as posible.

Thanking You, I am.

Obligently Yours
A Davesi

warrant will be mailed
latter part of week or 1st of next

NOTED
D. G. DeSart

RECEIVED
SEP 23 1940
FOR FILING

18-1114

September 21, 1940

United Pacific Insurance Co.
Jo Stroyan, Agent
Board of Trade Building
Portland, Oregon

Gentlemen:

We are forwarding to you today, by express, a fully executed copy of Contract No. 2354 which was awarded to Angelo Doveri on August 22, 1940, for construction of the Diversion Canal and Henley Flume on the Klamath Falls-Malin Highway, in Klamath County.

This is being forwarded to you inasmuch as you appear surety on the bond furnished by the contractor and is for your records and files.

Very truly yours,

STATE HIGHWAY COMMISSION

By

AM

Secretary

NOTED
D. G. DeSart

RECEIVED
SEP 23 1940
FOR FILING

18-1114

September 21, 1940

Mr. Angelo Doveri
707 Washington St.
Klamath Falls, Oregon

Dear Sir:

We are forwarding to you today, by express, a fully executed copy of Contract No. 2354 which was awarded to you on August 2[illegible], 1940, for construction of the diversion canal and Henley flume on the Klamath Falls-Malin Highway, in Klamath County. This is for your records and files.

Very truly yours,

STATE HIGHWAY COMMISSION

By

Secretary

AM

NOTED
D. G. DeSart

RECEIVED
SEP 17 1940
FOR FILING

18-1114

September 3, 1940

Mr. Angelo Doveri,
707 Washington Street
Klamath Falls, Oregon

Dear Sir:

We are in receipt of the four copies of contract No. 2354 which were returned by you to this office by express. This is the contract which was awarded to you on August 22 covering the reconstruction of Henley Flume and widening of U.S.R.S. Diversion Canal Bridge on the Klamath Falls-Malin Highway.

We note you have signed these copies as far as the contract agreement is concerned but you failed to furnish the contract bond immediately following the agreement form. Therefore, we are returning all four copies of this contract to you, under separate cover, and request that you have this bond form duly executed by your surety company and also by yourself and return all four copies to this office for approval by the State Highway Commission.

Yours very truly,

HBG:MC

Secretary

REFERRED TO
DeSart
BY SECRETARY

NOTED
D. G. DeSart

RECEIVED
AUG 28 1940
FOR FILING

18-1114

August 27, 1940

Mr. Angelo Doveri
707 Washington Street
Klamath Falls, Oregon

Dear Sir:

We are sending to you today by express four copies of Contract No. 2354, which was awarded to you on August 22, 1940, by the State Highway Commission, for the reconstruction of Henley Flume and widening of U.S.R.S. Diversion Canal Bridge on the Klamath Falls-Malin Highway, in Klamath County.

Kindly execute all four copies of this contract as to agreement and bond and return them to this office for approval by the State Highway Commission. When this has been done, a fully executed copy will be returned to you for your records and files. We will also send an executed copy to the surety on your bond.

Your attention is called to the provision under Section 7 of the General Provisions which relates to the Workmen's Compensation Act. You will be expected to accept the terms of this Act and to carry on your contract work in strict conformance thereto.

Your attention is also called to the paragraph under Section 7 which relates to payment by the contractor of amounts due hospital associations, et cetera.

Yours very truly,

OREGON STATE HIGHWAY COMMISSION

By

Secretary

RS

NOTED
D. G. DeSart

RECEIVED
AUG 26 1940
FOR FILING

18-1114

August 24, 1940

Mr. Angelo Doveri
707 Washington Street
Klamath Falls, Oregon

Dear Sir:

The State Highway Commission, on August 22, 1940, awarded you the contract for the reconstruction of Henley Flume and widening of U.S.R.S. Diversion Canal Bridge on the Klamath Falls-Malin Highway, in Klamath County. This award was based on your low bid of $8,143.50, submitted on that date.

Contract forms will be sent to you for execution within the next few days.

Very truly yours,

rs

Secretary

cc - Mr. S. H. Probert
Mr. G. S. Paxson

CONTRACT# [redacted] 2355

22-1108 Cox Creek Br., Pacific Hwy. 1940
at Albany
#2355

RECEIVED
SEP 10 1941
FOR FILING

22-1108

R.

OREGON STATE HIGHWAY COMMISSION
INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
September 6, 1941

Subject: Cox Creek Bridge and Dam
Contract No. 2355

To: Mr. H. B. Glaisyer
Secretary
Office

Dear Sir:

On December 18, 1940, we forwarded to you a certified check from Barham Brothers, which is guarantee put up by them to complete a small amount of painting on the above-named job, when weather conditions were favorable for painting. This check is a guarantee for the completion of the work when paid the final estimate on the job.

The painting has been completed, and Barham Brothers are entitled to the return of their check. Will you please take whatever steps necessary to return this check to them.

Yours very truly,

G S Paxson
G. S. Paxson
Bridge Engineer

CAG:GF

[illegible]
BY SECRETARY
[illegible]

REFERRED TO
Miss Cummings
BY SECRETARY
[illegible]

22-1108.

FORM E-30 REVISED 25M 9-40

OREGON STATE HIGHWAY COMMISSION

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
January 18th, 1941

Subject: Houck Bill on Albany Project

22-110E

To: Mr. R. H. Baldock
Chief Engineer
Office

NOTED
State Highway Engineer

L

Dear Sir:

Mr. Roy L. Houck has submitted a bill for about $2,400 for piping the water of Cox Creek around the borrow pit used for the Albany project.

The borrow pit selected was an old gravel pit in the bottom of Cox Creek, and after the project was started it was found that the Nebergall Packing Company had a water right on this creek and used the water for certain purposes in connection with their packing plant. As soon as excavation was started in this pit the water became so muddy that the Nebergall people protested that they could no longer use it, and it was necessary to dam the creek above the borrow pit and install an 8-inch pipe completely around the borrow pit.

Prior to the installation of the pipe, Houck attempted to by-pass the water by means of open ditches but found that he could not deliver clear water without piping it. This method of procedure may also have been of some benefit to Houck in keeping the pit freer from water than he could have by means of open ditches.

I believe, however, there is considerable merit to his contention that where a borrow pit is located in a creek channel that the contractor could not under his specifications be expected to avoid fouling the creek below the pit.

I presume you will wish to hold a conference with Houck to familiarize yourself with his arguments in the matter.

Very truly yours,

H G Smith

H. G. Smith
Construction Engineer

HGS:AR

RECEIVED
FOR FILING

22-1108

February 1, 1941

General Casualty Company of America
Mansfield & Company
Lewis Building
Portland, Oregon

Gentlemen:

You are hereby notified that State Highway Contract No. 2355, for the Cox Creek Bridge, near Albany, on the Pacific Highway, in Linn County, has been completed by the contractors, Barham Brothers, and that final settlement will be made by the state with said contractors on or after February 11, 1941.

The state is not advised of any unpaid claims for labor or materials, or of the existence of any claims, debts, dues or demands incurred in the performance of such work and remaining unsatisfied, and you are advised that the state assumes no responsibility for any such claims should there be any.

This notice is served upon you since you appear as surety on the bond furnished by the above contractor. Kindly acknowledge receipt of this letter.

For your information we wish to advise that the total amount paid the contractor in connection with this contract will be $13,098.11, including final payment, of which $106.74 is for force account work. This contract was completed on December 17, 1940, and accepted by the Commission on January 21, 1941.

Very truly yours,

OREGON STATE HIGHWAY COMMISSION

By

RS

Secretary

NOTED
D. G. DeSart

FORM E-30

RECEIVED
JAN 6
FOR FILING

NOTED
C. B. McCullough

File

22-1148

OREGON STATE HIGHWAY COMMISSION

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
December 31, 1940

Subject: Cox Creek Bridge and Dam

To:
Mr. C. B. McCullough
Asst. Chief Engineer
Office

Dear Sir:

I am returning the order for state force work on this project. You will note that we are asking for an additional authorization of $1,070. In the original authorization, there was $1,000 set up for state force work. In view of the fact that we are putting a lake alongside the approach road, it was thought advisable to place a guard fence on the shoulder of this approach. This accounts for $790 of the state force work and was not contemplated when the original set-up was made.

We have also had overruns in contract quantities in the amount of approximately $630, and because of the small job we will have an overrun in engineering of about $100.

These items account for the additional authorization requested.

Very truly yours,

G S Paxson

G. S. Paxson
Bridge Engineer

GSP:TH
Att.

RECEIVED
SEP 12 1940
FOR FILING

22-11-5

September 11, 1940

BARHAM BROS.
865 N. Winter
Salem, Oregon

Gentlemen:

We hand you herewith a fully executed copy of Contract No. 2355 which was awarded to you by the State Highway Commission on August 22, 1940, covering the construction of the Cox Creek Bridge on the Pacific Highway at Albany, in Linn County.

This copy is for your records and files. We are also sending an executed copy to the surety on your bond.

Very truly yours,

STATE HIGHWAY COMMISSION
By

Secretary

MBL

RECEIVED
SEP 12 1940
FOR FILING

22-1108

September 11, 1940

GENERAL CASUALTY COMPANY OF AMERICA
Mansfield & Company, Resident Agent
Lewis Building
Portland, Oregon

Gentlemen:

We are sending you today by express a fully executed copy of Contract No. 2355 which was awarded to Barham Brothers by the State Highway Commission on August 22, 1940, covering the construction of the Cox Creek Bridge on the Pacific Highway at Albany, in Linn County.

This copy is for your records and files as surety for the contracting firm on this job.

Very truly yours,

STATE HIGHWAY COMMISSION
By

Secretary

MBL

RECEIVED
AUG 28 1940
FOR FILING

22-1108

August 27, 1940

Barham Brothers
1010 N. 18th
Salem, Oregon

Gentlemen:

We are sending to you today by express four copies of Contract No. 2355, which was awarded to you on August 22, 1940, by the State Highway Commission, for the construction of the Cox Creek Bridge on the Pacific Highway at Albany, in Linn County. [illegible]

Kindly execute all four copies of this contract as to agreement and bond and return them to this office for approval by the State Highway Commission. When this has been done, a fully executed copy will be returned to you for your records and files. We will also send an executed copy to the surety on your bond.

Your attention is called to the provision under Section 7 of the General Provisions which relates to the Workmen's Compensation Act. You will be expected to accept the terms of this Act and to carry on your contract work in strict conformance thereto.

Your attention is also called to the paragraph under Section 7 which relates to payment by the contractor of amounts due hospital associations, et cetera.

Yours very truly,

OREGON STATE HIGHWAY COMMISSION

By

Secretary

RS

note: Delivered in person D.G. DeSart

NOTED
D. G. DeSart

RECEIVED
AUG 26 1940
FOR FILING

22-1108

August 24, 1940

Barham Brothers
1010 N. 18th St.
Salem, Oregon

Gentlemen:

The State Highway Commission on August 22, 1940, awarded you the contract for the construction of the Cox Creek Bridge, on the Pacific Highway at Albany, in Linn County. This award was based on your low bid of $12,278.00, submitted on that date.

Contract forms will be sent to you for execution within the next few days.

Very truly yours,

rs

Secretary

cc - Mr. S. H. Probert
Mr. G. S. Paxson

CONTRACT# [redacted] 2356

FAS 246-C-1 Eightmile-Dry Cr. Sec., 1940
Wasco-Heppner Secon. Hwy.
#2356

RECEIVED
OCT 31 1941
FOR FILING

FAS-246-C-1

October 31, 1941

General Casualty Company of America
Dooley and Company
Board of Trade Building
Portland, Oregon

Gentlemen:

You are hereby notified that state highway contract No. 2356 for work on the Eightmile-Dry Creek Section of the Wasco-Heppner Secondary Highway, in Morrow County, has been completed by the contractors, Babler Brothers, and that final settlement will be made on or after November 10, 1941.

The state is not advised of any unpaid claims for labor or materials, or of the existence of any claims, debts, dues, or demands incurred in the performance of such work and remaining unsatisfied, and you are advised that the state assumes no responsibility for any such claims should there be any.

This notice is served upon you since you appear as surety on the bond furnished by the above contractor. Kindly acknowledge receipt of this letter.

For your information we wish to advise that the total amount paid the contractor in connection with this contract will be $42,969.22, including final payment, of which $93.75 is for force account work. This contract was completed on May 20, 1941, and accepted by the Commission June 13, 1941.

Very truly yours,
STATE HIGHWAY COMMISSION

By

Secretary

[illegible]

NOTED
D. [illegible] DeSart

RECEIVED
SEP 9 1941
FOR FILING

FAS 246-C-1

September 9, 1941

General Casualty Company of America
Dooley & Company
Board of Trade Building
Portland, Oregon

Gentlemen:

You are advised that it is the intention of the State Highway Commission to make semi-final payment to Babler Brothers, 1636 S. E. 6th Avenue, Portland, on Contract No. 2356, Eightmile-Dry Creek Section of the Wasco-Heppner Secondary Highway in Morrow County. This payment in the amount of $2,713.25, will be made on or after September 19, 1941. The retained percentage is $1,282.66.

The state is not advised of any unpaid claims for labor or materials, or of the existence of any claims, debts, dues, or demands incurred in the performance of such work and remaining unsatisfied, and you are advised that the state assumes no responsibility for any such claims should there be any.

Kindly acknowledge receipt of this letter.

Yours very truly,

OA

Secretary

NOTED
D. C. DeSart

#5 P

Form E-1—5M—4-41

OREGON STATE HIGHWAY COMMISSION

FIELD ENGINEER'S WEEKLY REPORT

FOR CONSTRUCTION PROJECTS ONLY

FAS 246-C-1

For Week Ending August 30, 1941, 19

Section Eightmile - Dry Creek

Kind of work Grading, surfacing, & Oiling

Highway Wasco - Heppner

Section prefix 125-1006

Contractor Babler Bros.

Contract number 2356

Date of contract August 12, 1940

Date of completion August 31, 1941

Date work started September 4, 1940

Estimated date of completion May 20, 1941

Amount of contract $43,089.00

Per cent of time elapsed 74 %

Estimated cost of completed project, exclusive of engineering $ 42,849.00

Per cent of contract completed, based on total contract price 100 %

Engineering cost to date, $ 2250, 87 %

Date project was completed May 20, 1941

General information covering progress of work by party and by contractor, important development, instructions to contractors, instructions from Division Engineers, exchanges in personnel of party, etc.:

Sent Semi-final Estimate to La Grande Saturday.

RECEIVED
SEP 2 1941

Signed L. R. Chandler

Address Pendleton

Mail original copy to Salem and duplicate copy to Division Engineer on Saturday of each week, retain triplicate copy for your own file

	GRADING	SURFACING	MAINTENANCE MATERIALS	OIL AND BITUMINOUS MACADAM	PAVING
Miles in project	4.92	4.92		11.82	
Miles partially completed					
Miles completed	4.92	4.92		11.82	
Total estimated quantities					
Estimated quantities moved or placed to date					
Average daily quantities					
Average daily quantities necessary to complete project on time					
Number shifts per day					
Hours per shift					
Average force on project for week					

Percentages of men employed on contract to be secured from:

.... County, ...%; .... County, ...%; .... County, ...%; .... County, ...%

	NUMBER USED AND SECURED FROM					CONTRACTOR'S KEY MEN, ETC.	TOTAL
	COUNTY	COUNTY	COUNTY	COUNTY	OTHER SOURCES		
Men							
Men and teams							
Men and trucks under 3 tons							
Men and trucks over 3 tons							
Men and tractors							

Equipment used during week: Shovels ...., Power graders ...., Rollers ...., Mixers ...., Crushing or screening plants ....

Compressors ...., Bulldozers ...., Sheet-foot rollers ...., ..., ..., ...

	WEATHER	HRS. DELAY	CAUSE OF DELAY
Sunday	Fair		
Monday	Rain		
Tuesday	Rain		
Wednesday	Cloudy		
Thursday	Cloudy		
Friday	Cool		
Saturday	Part Cloudy		

RECEIVED

R

UNITED STATES DEPARTMENT OF AGRICULTURE
BUREAU OF PUBLIC ROADS
DISTRICT No. 1

FEDERAL WORKS AGENCY
PUBLIC ROADS ADMINISTRATION

RECEIVED
AUG - 9 1941
STATE HIGHWAY COMMISSION

Stencil No. 8.

IN YOUR REPLY PLEASE
REFER TO FILE No.

POST OFFICE BUILDING
PORTLAND, OREGON

August 7, 1941

FAS 246-C-1

Mr. R. H. Baldock
State Highway Engineer
Salem, Oregon

Dear Sir:

Final inspection of Oregon FAS 246-C (1), Eight Mile Creek-Dry Creek Section of the Wasco-Heppner Highway, was made by a representative of this office on July 10, 1941, subject to submission of Form PR 47.
Prompt submission of the final voucher will be appreciated.

Very truly yours,

W. H. LYNCH
District Engineer

By L. Caufield
L. J. Caufield
Sr. Highway Engineer

FAS 246-C(1

UNITED STATES DEPARTMENT OF AGRICULTURE
BUREAU OF PUBLIC ROADS
DISTRICT No. 1

FEDERAL WORKS AGENCY
PUBLIC ROADS ADMINISTRATION

POST OFFICE BUILDING
PORTLAND, OREGON

Stencil No. 124

IN YOUR REPLY PLEASE REFER TO FILE No. Ore. FAS 246-C (1)
Eightmile-Dry Creek Sec.
Wasco-Heppner Hwy.

February 14, 1941

Mr. R. H. Baldock
State Highway Engineer
Salem, Oregon

Dear Sir:

We are forwarding herewith, for your files, an executed copy of the ____________________ project agreement and certificate for the above numbered project.

Very truly yours,

W. H. LYNCH
District Engineer

By L. Caufield
L. J. Caufield
Sr. Highway Engineer

Encls.

WA4 PR-9173

Form P. R. 2

State Oregon

Federal Aid Secondary Project No. FAS 216-C(1)

PROJECT AGREEMENT

MEMORANDUM OF AGREEMENT made this 10th day of Jan, 1941

by and between The Oregon State Highway Commission

, constituting

for the purpose hereof, the Highway Department of the State of Oregon hereinafter called the Highway Department, and the Federal Works Administrator, hereinafter called the Administrator, under and pursuant to the provisions of the act of Congress approved July 11, 1916 (39 Stat., 355), entitled "An Act to provide that the United States shall aid the States in the construction of rural post roads, and for other purposes," and of the act approved November 9, 1921 (42 Stat., 212), entitled "An Act to amend the Act entitled 'An Act to provide that the United States shall aid the States in the construction of rural post roads, and for other purposes,' approved July 11, 1916, as amended and supplemented, and for other purposes," and acts amendatory thereof or supplementary thereto; particularly Section 7 of the Act approved June 16, 1936, 49 Stat. 1521 (Public No. 686, 74th Congress):

Whereas the Highway Department of said State submitted on the 20th day of February, 1939, a revised project statement, which was approved on the 30th day of March, 1939, for the proposed construction of a project consisting of the road hereinafter described; and

Whereas the Highway Department, in accordance with the rules and regulations promulgated for the administration of the Federal Highway Act, has furnished surveys, plans, specifications, and estimates for Section C (1) of said project which were recommended for approval by the District Engineer of the Public Roads Administration on the 7th day of August 1940; and

Whereas the Administrator has certified to the Secretary of the Treasury his approval of said surveys, plans, specifications, and estimates, and the sum of twenty-one thousand, eight hundred seventy and 00/100 dollars ($21,870.00) as the share of the United States payable under said act on account of Section C (1) of said project, which does not exceed the authorized Federal pro rata share of the approved total estimated cost thereof:

Now, therefore, in consideration of the premises and of the several promises to be faithfully performed by each, as hereinafter set forth, the Highway Department and the Administrator do hereby mutually agree as follows:

FUNDS AT THE DISPOSAL OF THE HIGHWAY DEPARTMENT

ARTICLE I. Funds for the use of the Highway Department in the construction of said project have been made available in the following manner, to wit:

(*a*) By the State Chap. 175, laws 1917; Chap. 31, laws 1920; (Include date and citation of

Chap. 529, laws 1939.

act of legislature by which authorized)

(*b*) From other sources

(State how placed under direct control of Highway Department)

ROAD EMBRACED IN PROJECT

ARTICLE II. This agreement covers the following highway as described in detail in said surveys, plans, and specifications:

Between survey station 5+17 at the east end of Section A of said project, in the NE ¼ of Sec. 34, T. 3 S., R. 25 E., W.M., and survey station 261+10 at the westerly end of Sec. B (1) of said project, in the NE ¼ of Sec. 20, T. 3 S., R. 26 E., W.M.

, length 4.847 miles, in Morrow County, being Section C (1) of Oregon Federal Aid Secondary project No. FAS 246, consisting of 4.847 miles of roadway and no bridges, ~~[illegible]~~ of more than 20 feet clear span. ~~[illegible]~~

4Pr

CHARACTER AND METHOD OF CONSTRUCTION

ARTICLE III. The Highway Department will construct or cause to be constructed to final completion said project, in strict compliance with said plans and specifications, which are made a part hereof, under its direct supervision, which shall include adequate inspection throughout the course of construction, subject at all times to inspection and approval by the Administrator or his agents, and in accordance with the laws of said State, the rules and regulations of the Administrator, and the following conditions:

(*a*) It is agreed that the construction work on the project shall be performed by contract, unless the performance thereof by force account shall be approved by the Administrator or his authorized representatives. Such construction work as may be performed by force account shall be paid for on the basis of the units of work performed at the unit prices set forth in the estimate as approved by the Administrator, except that where the total actual cost is ascertained to be less than the estimate so approved the total Federal payments shall not exceed the Federal pro rata share of such total actual cost.

UNITED STATES PRO RATA SHARE OF THE COST OF SAID PROJECT

ARTICLE IV. The United States pro rata share of the value of the labor and materials which shall be actually put into the construction of Section C (1) of said project shall not in any event exceed the sum of twenty-one thousand, eight hundred seventy and 00/100 dollars ($21,870.00), certified to the Secretary of the Treasury as above mentioned, which does not exceed the authorized Federal pro rata share of thirty-five thousand, eight hundred thirty-nine and 37/100 dollars ($35,839.37), the approved total estimated cost of Section C (1) of said project.

PAYMENTS

ARTICLE V. As the construction of said project progresses, the Administrator shall from time to time draw warrants on the Secretary of the Treasury for the payment to The State Treasurer (Official or depository) hereby designated by the Highway Department for that purpose and authorized under the laws of said State to receive public funds of the State of Oregon (Name) of such sums as shall not, together with previous payments, exceed the United States pro rata share, as above specified, of the value, as determined by the Administrator after inspection and approval, of the labor and materials which have actually been put into said construction work in compliance with the requirements of Article III hereof.

The Administrator reserves the right to withhold such sum as he may deem necessary to insure completion of construction in compliance with said plans and specifications.

MAINTENANCE OF PROJECT

ARTICLE VI. The Highway Department will maintain said project in compliance with said acts of July 11, 1916, and November 9, 1921, out of funds which have been or will be made available therefor by said State in the manner herein set forth, to wit: Chap. 529, laws 1939. (Include reference to statute authorizing funds and probable amount annually available)

The Highway Department will use every means within its power to insure proper and permanent maintenance of said project, and to that end will provide for the constant making of needed repairs to preserve a smooth-surfaced highway.

Showing of authority of the Highway Department to execute agreements will be found in the agreement for project No. 112.

In witness whereof the parties have hereunto affixed their signatures, the Highway Department on the day and year first above written and the Administrator on the ____ day of

JAN 31 1941, 19__

OREGON STATE HIGHWAY COMMISSION
(Official title of Highway Department)

By Henry F. Cabell
Chairman, State Highway Commission
(Title of officer)

By
Member, State Highway Commission
(Title of officer)

By Herman Oliver
Member, State Highway Commission
(Title of officer)

By ____
____
(Title of officer)

By ____
____
(Title of officer)

FEDERAL WORKS ADMINISTRATOR,

By
Acting Commissioner of Public Roads.

U. S. GOVERNMENT PRINTING OFFICE 16—11379

Form PR. 8—Revised

FEDERAL WORKS AGENCY
PUBLIC ROADS ADMINISTRATION

CERTIFICATE OF APPROVAL OF PLANS, SPECIFICATIONS, AND ESTIMATES

(Under "An Act to provide that the United States shall aid the States in the construction of rural roads, and for other purposes," approved July 11, 1916, and acts amendatory thereof and supplementary thereto.)

To

The Secretary of the Treasury, and

The State Highway Department of the State of Oregon

Pursuant to the acts above cited, I hereby certify—

First. That in accordance with the provisions of said acts, I have approved the plans, specifications, and estimates submitted by the State Highway Department of the State of Oregon for the construction of a highway designated in the records of this Agency as Federal Aid Secondary Project No. FAS 246-C(1) State of Oregon

Second. That in accordance with said provisions I have approved the sum of $ 35,839.37 as the total estimated cost of said project, and the sum of $21,870.00 as the share of the United States, payable under said acts on account of such project, which does not exceed the authorized Federal pro rata share of said total estimated cost.

Done at the city of Washington, this .... day of .... one thousand nine hundred and JAN 31 1941

Federal Works Administrator,

By ....
Acting Commissioner of Public Roads.

U. S. GOVERNMENT PRINTING OFFICE 16—10120

FAS 246-C-1

(Stencil #28)

UNITED STATES DEPARTMENT OF AGRICULTURE
BUREAU OF PUBLIC ROADS
DISTRICT No. 1

FEDERAL WORKS AGENCY
PUBLIC ROADS ADMINISTRATION

POST OFFICE BUILDING
PORTLAND, OREGON

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JAN 1
FOR FILING

STATE HIGH

IN YOUR REPLY PLEASE REFER TO FILE No. Ore. FAS 246-C (1)
West Unit, Rhea Creek-
Heppner Section
Wasco-Heppner Highway

January 2, 1941

Mr. R. H. Baldock
State Highway Engineer
Salem, Oregon

Dear Sir:

We are forwarding herewith two copies of proposed project agreement for signature and return to this office.

Enclosed is an approved copy of the detail estimate, upon which the agreement was based, together with approved copy of specifications.

Very truly yours,

W. H. LYNCH
District Engineer

By L. Caufield
L. J. Caufield
Sr. Highway Engineer

R.H. Baldock ✓

FAS 346-3-1

RECEIVED

NOTED
State Highway Engineer

Cost Analysis to Nov. 15, 1940
Wasco-Heppner Secondary, Eightmile-Dry Creek Section
Contract 2356, Prefix 125-1006
Babler Bros., Contractors
L. R. Chandler, Resident Engineer

Item	Cost	Quantity		Unit Cost	Unit Bid	Gross Revenue
Clearing & Grubbing	53.93	100	%			100.00
Trench Excavation	10.00	10	Cu. Yd.	1.00	1.00	10.00
Excavation, Single Class	2,274.24	7,293	" "	0.31	0.30	2,187.90
Overhaul	76.98	3,849	Yd.Sta.	0.02	0.02	76.98
Truck Haul	46.20	308	Yd. Mi.	0.15	0.15	46.20
Finishing Roadbed & Slopes	738.00	4.92	Miles	150.00	200.00	984.00
Rounding Cutbanks	576.00	9,600	Lin.Ft.	0.06	0.08	768.00
18" Corr. Iron Pipe	293.55	118	" "	2.49	2.60	306.80
24" " " "	196.03	50	" "	3.92	4.00	200.00
36" " " "	83.55	12	" "	6.96	6.25	75.00
4"-2"Rock in Base	5,259.45	7,980	Cu. Yd.	0.66	1.00	7,980.00
3/4"-0"Rock in Base & Shldrs.	3,051.54	4,630	" "	0.66	1.00	4,630.00
Hauling Cr. Rock, Truck Meas.	2,218.64	18,692	Yd. Mi.	0.12	0.09	1,682,28
Sprinkling	471.26	341.6	M-Gals.		1.75	597.80
3/4"-½" Cr. Rock in S.P.	630.00	800	Cu. Yd.	0.79	0.85	680.00
½"-¼" " " " "	551.43	700	" "	0.79	0.85	595.00
Hauling " " , Pile Meas.	135.00	750	Yd. Mi.	0.18	0.10	75.00
Mineral Aggregate in S.P.	3,598.77	4,100	Cu. Yd.	0.89	0.85	3,485.00
	20,264.57					24,479.96

Gross Revenue	24,479.96
Total Cost	20,264.57
	$ 4,215.39

Net Profit Equals 17.2% of Gross Revenue

EIGHTMILE - DRY CREEK SECTION

Detail of Cost

LABOR:

Supervision	450.00	
Labor	5,044.09	
State Industrial Accident Insurance	399.67	
Social Security & Unemployment Insurance	240.93	$6,134.69

MATERIALS:

18" Corr. Iron Pipe	118	Lin. Ft.	@ $1.74	205.32	
18" " " " Bands	8	Each	@ 2.56	20.48	
24" " " "	50	Lin. Ft.	@ 2.73	136.50	
24" " " " "	6	Each	@ 3.18	19.08	
36" " " "	12	Lin. Ft.	@ 5.43	65.16	
36" " " " "	1	Each	@ 5.14	5.14	451.68

EQUIPMENT RENTAL, SUPPLIES & MISCELLANEOUS:

Equipment Rental & Rented Equipment		5,420.00	
Hired Trucks		2,717.28	
Gas, Oil & Grease		1,251.41	
Freight and Haulage		215.44	
Small Tools, Supplies & Misc.		1,053.39	
Overhead Expense		393.32	
Bond	1% of Gross Revenue	244.80	
Home Office	1% of Gross Revenue	244.80	
Sub-Drilling & Shooting		2,137.76	13,678.20
			$20,264.57

EIGHTMILE - DRY CREEK SECTION

Breakdown of Crushing Cost

	Cost	Quantity	Unit Cost
Move In and Set Up	$2,070.35	18,210 Cubic Yards	$0.114
Drill & Shoot Quarry	2,373.37	" " "	0.130
Load & Haul to Plant	1,870.04	" " "	0.103
Crush	4,065.01	" " "	0.223
Overhead & Proratables	872.26	" " "	0.048
	$11,251.03 11251.03	18,210 Cubic Yards	$0.618

Sizes & Quantities of Crushed Rock

4"-2"	Crushed Rock in Base	7,980 Cubic Yards
3/4"-0"	" " " " & Shoulders	4,630 " "
3/4"-½"	" " " S.P.	800 " "
½"-¼"	" " " "	700 " "
Mineral Aggregate in S.P.		4,100 " "
		18,210 Cubic Yards

EIGHTMILE - DRY CREEK

REMARKS:

This contract consisted of the regrading of 4.92 miles of roadbed, construction of 4.92 miles of crushed rock base, and the application of 4.92 miles of oil mat surface treatment (Type 0-11 Modified) and of 6.90 miles of oil mat surface treatment (Type 0-30 modified). It was bid August 22, 1940; work was started September 4th, and up to November 15th, the regrading, construction of rock base and crushing of the oil rock had been completed.

The contractor moved in a cat and scraper for the grading. The quantity in the contract consisted of only 7,293 cubic yards of common material over a distance of 4.02 miles.

The quarry contained rock of good clean quality of dice formation. When shot it broke into small fragments. The crushing plant averaged about 90 cubic yards per hour when producing the base and key rock and about 60 cubic yards on the oil rock.

The job was efficiently handled and resulted in low costs.

E. H. Clymer, Cost Analyst

By

Henry Jullum

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NOV 25 1940
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FAS 246-C-1

November 9, 1940

Mr. W. H. Lynch
District Engineer
Public Roads Administration
P. O. Box 3900
Portland, Oregon

Dear Sir:

Herewith are enclosed seven copies of estimate as basis for project agreement for the West Unit, Rhea Creek-Heppner Section, Project No. FAS 246-C (1).

Very truly yours,

R. H. BALDOCK
Chief Engineer

By

S. H. Probert
Office Engineer

Dict. by J. W. Nash/ER

Encl.

Oregon State Highway Department

Federal Aid Secondary
Project No. FAS 246-C (1)

WEST UNIT, RHEA CREEK-[illegible] SECTION
OF THE WASCO-HEPPNER HIGHWAY IN MORROW COUNTY

(Estimate as basis for project agreement. Based on low bid prices.)

Salem, Oregon, November 6, 1940

All Required		Clearing and Grubbing		$ 100.00
10	cu. yds.	Trench Excavation	$ 1.00	10.00
8,000	cu. yds.	Excavation, Single Classif.	.30	2,400.00
5,100	yd. sta.	Overhaul	.02	102.00
500	yd. mi.	Truck Haul	.15	75.00
4.85	miles	Finishing Roadbed and Slopes	200.00	970.00
14,000	lin. ft.	Rounding Cutbanks	.08	1,120.00
90	lin. ft.	18" Corr. Iron Pipe	2.60	234.00
50	lin. ft.	24" Corr. Iron Pipe	4.00	200.00
14	lin. ft.	36" Corr. Iron Pipe	6.25	87.50
8,000	cu. yds.	4" - 2" Rock in Base	1.00	8,000.00
4,900	cu. yds.	3/4" - 0" Rock in Base and Shoulders	1.00	4,900.00
21,500	yd. mi.	Hauling Crushed Rock, Truck Measure	.09	1,935.00
600	M-gals.	Sprinkling	1.75	1,050.00
4.85	miles	Preparation of Base	75.00	363.75
2,900	cu. yds.	Mineral Aggregate in Place	1.90	5,510.00
202	tons	Asphalt in Place	22.00	4,444.00
54	tons	Emulsified or RC-3 Asphalt in Seal Coat	20.00	1,080.00
			Subtotal	$ 32,581.25
			10% Engr. & Cont.	3,258.12
			Total	$ 35,839.37

Length	4.847 miles
Cost per mile	$ 7,394.13

FAS Funds Requested- -	$ 21,870.00
State Funds- -	13,969.37
	$ 35,839.37

State Funds for Construction: Chap. 175, Laws 1917; Chap. 31, Laws 1920;
Chap. 529, Laws 1939
State Funds for Maintenance: Chap. 529, Laws 1939

Oregon State Highway Department

Federal Aid Secondary
Project No. FAS 246-C (1)

WEST UNIT, RHEA CREEK-HEPPNER SECTION

OF THE WASCO-HEPPNER HIGHWAY IN MORROW COUNTY

(Estimate as basis for project agreement. Based on low bid prices.)

Salem, Oregon, November 6, 1940

All Required		Clearing and Grubbing		$ 100.00
10	cu. yds.	Trench Excavation	$ 1.00	10.00
8,000	cu. yds.	Excavation, Single Classif.	.30	2,400.00
5,100	yd. sta.	Overhaul	.02	102.00
500	yd. mi.	Truck Haul	.15	75.00
4.85	miles	Finishing Roadbed and Slopes	200.00	970.00
14,000	lin. ft.	Rounding Cutbanks	.08	1,120.00
90	lin. ft.	18" Corr. Iron Pipe	2.60	234.00
50	lin. ft.	24" Corr. Iron Pipe	4.00	200.00
14	lin. ft.	36" Corr. Iron Pipe	6.25	87.50
8,000	cu. yds.	4" - 2" Rock in Base	1.00	8,000.00
4,900	cu. yds.	3/4" - 0" Rock in Base and Shoulders	1.00	4,900.00
21,500	yd. mi.	Hauling Crushed Rock, Truck Measure	.09	1,935.00
600	M-gals.	Sprinkling	1.75	1,050.00
4.85	miles	Preparation of Base	75.00	363.75
2,900	cu. yds.	Mineral Aggregate in Place	1.90	5,510.00
202	tons	Asphalt in Place	22.00	4,444.00
54	tons	Emulsified or RC-3 Asphalt in Seal Coat	20.00	1,080.00
			Subtotal	$ 32,581.25
			10% Engr. & Cont.	3,258.12
			Total	$ 35,839.37

Length	4.847 miles
Cost per mile	$ 7,394.13

FAS Funds Requested- -	$ 21,870.00
State Funds- -	13,969.37
	$ 35,839.37

State Funds for Construction: Chap. 175, laws 1917; Chap. 31, laws 1920;
Chap. 529, laws 1939
State Funds for Maintenance: Chap. 529, laws 1939

RECEIVED
SEP 12 1940
FOR FILING

[illegible]

September 11, 1940

BABLER BROS.
1636 S. E. Sixth Avenue
Portland, Oregon

Gentlemen:

We are sending you today by express a fully executed copy of Contract No. 2356 which was awarded to you by the State Highway Commission on August 22, 1940, covering the grading, surfacing, and oiling of the Eightmile-Dry Creek Section of the Wasco-Heppner Secondary Highway, in Morrow County.

This copy is for your records and files. We are also sending an executed copy to the surety on your bond.

Very truly yours,

STATE HIGHWAY COMMISSION
By

Secretary

MBL

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SEP 12 1940
FOR FILING

FAS 2V4 [illegible]-1

September 11, 1940

GENERAL CASUALTY COMPANY OF AMERICA
Dooly & Company, Local Agents
Board of Trade Building
Portland, Oregon

Gentlemen:

We are sending you today by express a fully executed copy of Contract No. 2356 which was awarded to Babler Brothers by the State Highway Commission on August 22, 1940, covering the grading, surafcing, and oiling of the Eightmile-Dry Creek Section of the Wasco-Heppner Secondary Highway, in Morrow County.

This copy is being sent you inasmuch as you are surety for the contracting firm on this job, and is for your records and files.

Very truly yours,

STATE HIGHWAY COMMISSION
By

Secretary

MBL

RECEIVED
AUG 28 1940
FOR FILING

FAS 246-C-1

August 27, 1940

Babler Bros.
1636 S. E. 6th Avenue
Portland, Oregon

Gentlemen:

We are sending to you today by express four copies of Contract No. 2356, which was awarded to you on August 22, 1940, by the State Highway Commission, for grading, surfacing and oiling on the Eightmile-Dry Creek Section of the Wasco-Heppner Secondary, in Morrow County.

Kindly execute all four copies of this contract as to agreement and bond and return them to this office for approval by the State Highway Commission. When this has been done, a fully executed copy will be returned to you for your records and files. We will also send an executed copy to the surety on your bond.

Your special attention is called to the paragraph under Section 5 (page 14) of the printed General Provisions, relating to the Workmen's Compensation Act. You will be expected to accept the terms of this Act and to carry on your contract work in strict conformance thereto.

Your attention is also called to the paragraph on the mimeographed page immediately preceding the colored pages, relating to payment by the contractor of amounts due hospital associations, et cetera.

Very truly yours,

OREGON STATE HIGHWAY COMMISSION

By

RS

Secretary

NOTED
D. G. DeSart

RECEIVED
AUG 26 1940
FOR FILING

7a1246-C-1

August 24, 1940

Babler Brothers
1636 S. E. 6th Avenue
Portland, Oregon

Gentlemen:

The State Highway Commission on August 22, 1940, awarded you the contract for ~~for~~ 4.92 miles grading and surfacing and 11.82 miles oiling; also furnish 1,500 cu. yds. crushed rock in stock piles, on the Eightmile-Dry Creek Section of the Wasco-Heppner Secondary Highway. This award was based on your low bid of $43,089.00, submitted on that date.

Contract forms will be sent to you for execution within the next few days.

Very truly yours,

Secretary

rw

cc - Mr. S. H. Probert
Mr. C. S. Paxson

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SEP 3 - 1940
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FEDERAL WORKS AGENCY
PUBLIC ROADS ADMINISTRATION
DISTRICT ONE

MONTANA
OREGON
WASHINGTON

FAS 246-C1-1

POST OFFICE BUILDING
PORTLAND, OREGON

August 22, 1940

Mr. R. H. Baldock
State Highway Engineer
Salem, Oregon

Dear Sir:

This is to confirm our verbal concurrence in award of contract, as of this date, for Oregon Federal Aid Secondary Project No. FAS 246-C (1), Eight Mile Creek-Dry Creek Section of the Wasco-Heppner Highway, to Babler Bros., Portland, Oregon, who submitted the low bid.

Very truly yours,

W H Lynch

W. H. LYNCH
District Engineer

C
O
P
Y

August 19, 1940

Mr, W. H. Lynch
District Engineer
Public Roads Administration
P. O. Box 3900
Portland, Oregon

Dear Sir:

In accord with the request contained in your letter of August 16, 1940, we are sending, under separate cover, three blueprint copies of the plan title sheets for Projects Nos. FA 133-B-2 and FAS 246-C-1

Very truly yours,

R. H. BALDOCK
State Highway Engineer

By

S. H. Probert
Office Engineer

Dict. by J. W. Nash/ER

August 16, 1940

Mr. R. H. Baldock
State Highway Engineer
Salem, Oregon

Dear Sir:

Please send us as soon as possible three additional title sheets for Oregon FAP 133-B (2), South Newport Section of the Oregon Coast Highway, and FAS 246-C (1), West Unit Rhea Creek-Heppner Section of the Wasco-Heppner Highway. These are to replace title sheets which were apparently lost in the mail between here and San Francisco after signature on August 7.

Very truly yours,

W. H. LYNCH
District Engineer

FEDERAL WORKS AGENCY
PUBLIC ROADS ADMINISTRATION
DISTRICT ONE

MONTANA
OREGON
WASHINGTON

POST OFFICE BUILDING
PORTLAND, OREGON

August 7, 1940

Mr. R. H. Baldock
State Highway Engineer
Salem, Oregon

Dear Sir:

P.S.& E. documents for Oregon Federal Aid Secondary Project No. FAS 246-C (1), the West Unit, Rhea Creek-Heppner Section of the Wasco-Heppner Highway, have today been recommended for approval, subject to final review and approval by the Commissioner of Public Roads. This is your authority to advertise for bids.

Concurrence in award of contract will be withheld pending receipt of a certificate that all necessary right of way has been obtained.

Very truly yours,

W H Lynch

W. H. LYNCH
District Engineer

August 5, 1940

Mr. W. H. Lynch
District Engineer
Public Roads Administration
P. O. Box 3900
Portland, Oregon

Dear Sir:

Herewith are enclosed seven copies of estimate to accompany plans and specifications for the West Unit, Rhea Creek-Heppner Section, Project No. FAS 346-C (1).

Five bid proposals and five sets of blueprint plans are being sent under separate cover.

Very truly yours,

R. H. BALDOCK
State Highway Engineer

By

S. H. Probert
Office Engineer

Dist. by J. W. Nash/HR

Encl.

Oregon State Highway Department

Federal Aid Secondary
Project No. FAS 246-C (1)

WEST UNIT, RHEA CREEK-HEPPNER SECTION

OF THE WASCO-HEPPNER HIGHWAY IN MORROW COUNTY

(Estimate to accompany plans and specifications. Not as basis for project agreement.)

Salem, Oregon, Aug. 5, 1940

All Required		Clearing and Grubbing		$ 500.00
10	cu. yds.	Trench Excavation	$ 1.00	10.00
8,000	cu. yds.	Excavation, Single Classif.	.30	2,400.00
5,100	yd. sta.	Overhaul	.02	102.00
500	yd. mi.	Truck Haul	.15	75.00
5.85	miles	Finishing Roadbed and Slopes	300.00	1,755.00
14,000	lin. ft.	Rounding Cutbanks	.10	1,400.00
90	lin. ft.	18" Corr. Iron Pipe	2.00	180.00
50	lin. ft.	24" Corr. Iron Pipe	3.00	150.00
14	lin. ft.	36" Corr. Iron Pipe	6.00	84.00
8,000	cu. yds.	4" - 2" Rock in Base	1.00	8,000.00
4,900	cu. yds.	3/4" - 0" Rock in Base and Shoulders	1.00	4,900.00
21,500	yd. mi.	Hauling Crushed Rock, Truck Measure	.12	2,580.00
600	M-gals.	Sprinkling	1.50	900.00
4.85	miles	Preparation of Base	100.00	485.00
2,900	cu. yds.	Mineral Aggregate in Place	2.30	6,670.00
202	tons	Asphalt in Place	25.00	5,050.00
54	tons	Emulsified or RC-3 Asphalt in Seal Coat	25.00	1,350.00
			Subtotal	$ 36,591.00
			10% Engr. & Cont.	3,659.10
			Total	$ 40,250.10

Length	4.847 miles
Cost per mile	$ 8,304.12

FAS Funds Requested- -	$ 24,560.00
State Funds- -	15,690.10
	$ 40,250.10

WEST UNIT, RHEA CREEK-HEPPNER SECTION

PROJECT NO. FAS 246-C (1)

While negotations for right of way are in progress, some six parcels have not been acquired, nor has the right to use these parcels been secured, but it is now believed all necessary right of way can be made fully available within 14 days.

R. H. BALDOCK
State Highway Engineer

By

J. W. Nash
Asst. Office Engineer

August 5, 1940

CONTRACT#2357

FLH 2-E-1 Forest Bdry-Warm Springs 1940
River Sec., Warm Springs
#2357 Hwy., Grading

RECEIVED
MAY 13 1942
FOR FILING

FLH 2-E-1

May 12, 1942

United Pacific Insurance Company
Exchange Building
Seattle, Washington

Attention: K. Gilbert

Gentlemen:

This acknowledges receipt of your letter of May 11 transmitting copies of releases of claims covering settlement with the Indians of the Warm Springs Indian Agency, for loss of cattle due to poisoning from blasting powder boxes and paper, on contract No. 2357, with the Colonial Construction Company, for grading the Forest Boundary-Warm Springs River Section of the Warm Springs Highway, in Wasco County.

These releases clear our records on this contract, and, accordingly, we are mailing the final warrant to Colonial Construction Company today.

Thank you for furnishing these data.

Very truly yours,

Secretary

[redacted]

cc - Colonial Construction Co.
West 326 First Avenue
Spokane, Washington

M. E. Hamke; This is your authority to release the final warrant on contract No. 2357.

NOTED
D. G. DeSart

72.00

claim

release 731

UNITED PACIFIC
Insurance Company
EXCHANGE BUILDING
SEATTLE, WASHINGTON

RECEIVED
MAY 12 1942

May 11, 1942

Mr. H. E. Glaisyer
Highway Department
Salem, Oregon

Re: Claim MCS 406 - Colonial Construction Co. et al, Assured
Various Claimants
Date of Loss: June 1941

Dear Sir:

We have been advised by our assured that payment for construction job in Warm Springs, Oregon, has been held up because of a pending claim for payment of claim for the death of several cows due to eating dynamite that was apparently left near the scene of the construction by our assured's employees.

This loss was settled October 29, 1941, and the various owners of the cattle have been reimbursed for their loss.

For your information we are enclosing an exact copy of the five releases we hold in our file and trust with this information, the matter will be straightened out so that the Colonial Construction may obtain their money.

Very truly yours,

UNITED PACIFIC INSURANCE COMPANY

K. Gilbert

K. Gilbert
Claim Department

KG:P

RECEIVED
MAY 14 1942
FOR FILING

FLH 2-E-1

May 8, 1942

Colonial Construction Company
West 326 First Avenue
Spokane, Washington

5

Gentlemen:

The warrant for final payment on contract No. 2357, for grading the Forest Boundary-Warm Springs River Section of the Warm Springs Highway, is ready for mailing to you, except for the fact that we have not been notified that the claim of the Warm Springs Indian Agency, in the amount of $914.50, for cattle accidently poisoned by blasting powder papers and cases has been satisfactorily settled.

Will you please furnish us a copy of your receipt for this settlement in order that we may release your final warrant.

Very truly yours,

Secretary

DGD:RS

NOTED
D. G. DeSart

72 00

RELEASE OF ALL CLAIMS

FOR AND IN CONSIDERATION of the payment to me/us at this time of the sum of SIXTY FIVE AND NO/100ths - Dollars ($65.00), the receipt of which is hereby acknowledged, I/we, being of lawful age, do hereby release, acquit and forever discharge COLONIAL CONSTRUCTION CO. of and from any and all actions, causes of action, claims, demands, damages, costs, loss of services, expenses and compensation, on account of, or in any way growing out of, any and all known and unknowns personal injuries and property damage resulting or to result from accident that occurred on or about the .... day of JUNE 1941, at or near Warm Springs Indian Reservation.

I/we hereby declare and represent that the injuries sustained are permanent and progressive and that recovery therefrom is uncertain and indefinite, and in making this release and agreement it is understood and agreed that I/we rely wholly upon my/our own judgment, belief and knowledge of the nature, extent and duration of said injuries, and that I/we have not been influenced to any extent whatever in making this release by any representations or statements regarding said injuries, or regarding any other matters, made by the persons, firms or corporations who are hereby released, or by any person or persons representing him or them, or by any physician or surgeon by him or them employed.

It is further understood and agreed that this settlement is the compromise of a doubtful and disputed claim, and that the payment is not to be construed as an admission of liability on the part of COLONIAL CONSTRUCTION COMPANY, by whom liability is expressly denied.

This release contains the ENTIRE AGREEMENT between the parties hereto, and the terms of this release are contractual and not a mere recital.

I/we further state that I/we have carefully read the foregoing release and know the contents thereof, and I/we sign the same as my/our own free act.

WITNESS my hand and seal this .... day of September, 1941

IN PRESENCE OF

Signed - Roy L. Peal
Warm Springs, Ore.

Lewis E. Pitt
Warm Springs, Ore.

CAUTION! READ BEFORE SIGNING

(signed) Julia Jake (SEAL)
JULIA JAKE

.... (SEAL)
HUSBAND

C-7 15M 2-41

[illegible]

RELEASE OF ALL CLAIMS

FOR AND IN CONSIDERATION of the payment to me/us at this time of the sum of SIXTY FOUR AND no/100ths - Dollars ($ 64.00), the receipt of which is hereby acknowledged, I/we, being of lawful age, do hereby release, acquit and forever discharge COLONIAL CONSTRUCTION COMPANY of and from any and all actions, causes of action, claims, demands, damages, costs, loss of services, expenses and compensation, on account of, or in any way growing out of, any and all known and unknowns personal injuries and property damage resulting or to result from accident that occurred on or about the ...... day of JUNE 1941, at or near Warm Springs Indian Reservation

I/we hereby declare and represent that the injuries sustained are permanent and progressive and that recovery therefrom is uncertain and indefinite, and in making this release and agreement it is understood and agreed that I/we rely wholly upon my/our own judgment, belief and knowledge of the nature, extent and duration of said injuries, and that I/we have not been influenced to any extent whatever in making this release by any representations or statements regarding said injuries, or regarding any other matters, made by the persons, firms or corporations who are hereby released, or by any person or persons representing him or them, or by any physician or surgeon by him or them employed.

It is further understood and agreed that this settlement is the compromise of a doubtful and disputed claim, and that the payment is not to be construed as an admission of liability on the part of COLONIAL CONSTRUCTION COMPANY, by whom liability is expressly denied.

This release contains the ENTIRE AGREEMENT between the parties hereto, and the terms of this release are contractual and not a mere recital.

I/we further state that I/we have carefully read the foregoing release and know the contents thereof, and I/we sign the same as my/our own free act.

WITNESS my hand and seal this ...... day of September, 1941

IN PRESENCE OF

Roy L. Peal
Warm Springs, Ore.

Alvin I. Eids
Warm Springs, Ore.

CAUTION! READ BEFORE SIGNING

his right
(signed) Little Jake (SEAL)
LITTLE JAKE thumb mark

.... (SEAL)

C-7 15M 2-41

RELEASE OF ALL CLAIMS

FOR AND IN CONSIDERATION of the payment to me/us at this time of the sum of SIXTY FOUR AND NO/100ths - - - - - - - - - - - - - - - - - - Dollars ($ 64.00), the receipt of which is hereby acknowledged, I/we, being of lawful age, do hereby release, acquit and forever discharge COLONIAL CONSTRUCTION CO. of and from any and all actions, causes of action, claims, demands, damages, costs, loss of services, expenses and compensation, on account of, or in any way growing out of, any and all known and unknowns personal injuries and property damage resulting or to result from accident that occurred on or about the .... day of JUNE 19 41, at or near Warm Springs Indian Reservation

I/we hereby declare and represent that the injuries sustained are permanent and progressive and that recovery therefrom is uncertain and indefinite, and in making this release and agreement it is understood and agreed that I/we rely wholly upon my/our own judgment, belief and knowledge of the nature, extent and duration of said injuries, and that I/we have not been influenced to any extent whatever in making this release by any representations or statements regarding said injuries, or regarding any other matters, made by the persons, firms or corporations who are hereby released, or by any person or persons representing him or them, or by any physician or surgeon by him or them employed.

It is further understood and agreed that this settlement is the compromise of a doubtful and disputed claim, and that the payment is not to be construed as an admission of liability on the part of COLONIAL CONSTRUCTION COMPANY, by whom liability is expressly denied.

This release contains the ENTIRE AGREEMENT between the parties hereto, and the terms of this release are contractual and not a mere recital.

I/we further state that I/we have carefully read the foregoing release and know the contents thereof, and I/we sign the same as my/our own free act.

WITNESS my hand and seal this .... day of September, 19 41

IN PRESENCE OF

(signed) Ray L. Peal
Warm Springs Reservation
Warm Springs, Oregon
Alvin I. Eods
Warm Springs, Ore.

CAUTION! READ BEFORE SIGNING

(signed) Douglas Jake (SEAL)
DOUGLAS JAKE

.... (SEAL)

C-7 15M 2-41

RELEASE OF ALL CLAIMS

FOR AND IN CONSIDERATION of the payment to me/us at this time of the sum of SIXTY FOUR AND NO/100ths - - - - - - - - - - - - - - - - - - - Dollars ($64.00), the receipt of which is hereby acknowledged, I/we, being of lawful age, do hereby release, acquit and forever discharge COLONIAL CONSTRUCTION CO. of and from any and all actions, causes of action, claims, demands, damages, costs, loss of services, expenses and compensation, on account of, or in any way growing out of, any and all known and unknowns personal injuries and property damage resulting or to result from accident that occurred on or about the .... day of JUNE 1941, at or near Warm Springs Indian Reservation

I/we hereby declare and represent that the injuries sustained are permanent and progressive and that recovery therefrom is uncertain and indefinite, and in making this release and agreement it is understood and agreed that I/we rely wholly upon my/our own judgment, belief and knowledge of the nature, extent and duration of said injuries, and that I/we have not been influenced to any extent whatever in making this release by any representations or statements regarding said injuries, or regarding any other matters, made by the persons, firms or corporations who are hereby released, or by any person or persons representing him or them, or by any physician or surgeon by him or them employed.

It is further understood and agreed that this settlement is the compromise of a doubtful and disputed claim, and that the payment is not to be construed as an admission of liability on the part of COLONIAL CONSTRUCTION COMPANY, by whom liability is expressly denied.

This release contains the ENTIRE AGREEMENT between the parties hereto, and the terms of this release are contractual and not a mere recital.

I/we further state that I/we have carefully read the foregoing release and know the contents thereof, and I/we sign the same as my/our own free act.

WITNESS MY hand and seal this .... day of September, 1941.

IN PRESENCE OF

(signed) Ray L. Peal)
)
Warm Springs Reservation)
Warm Springs, Oregon
Alvin I. Hode)
)
Warm Springs, Ore.)

CAUTION! READ BEFORE SIGNING

(signed) Edward Baker (SEAL)
EDWARD BAKER

Altie B ker Peters (SEAL)
sister

C-7 15M 2-41

claim 590^{00}
plus one cow 80^{00}

RELEASE OF ALL CLAIMS

FOR AND IN CONSIDERATION of the payment to me/us at this time of the sum of FOUR HUNDRED SEVENTY FOUR AND NO/100ths - - - - - - - - - - - Dollars ($474.00), the receipt of which is hereby acknowledged, I/we, being of lawful age, do hereby release, acquit and forever discharge COLONIAL CONSTRUCTION COMPANY of and from any and all actions, causes of action, claims, demands, damages, costs, loss of services, expenses and compensation, on account of, or in any way growing out of, any and all known and unknowns personal injuries and property damage resulting or to result from accident that occurred on or about the .... day of June 19 41, at or near Warm Springs Indian Reservation

I/we hereby declare and represent that the injuries sustained are permanent and progressive and that recovery therefrom is uncertain and indefinite, and in making this release and agreement it is understood and agreed that I/we rely wholly upon my/our own judgment, belief and knowledge of the nature, extent and duration of said injuries, and that I/we have not been influenced to any extent whatever in making this release by any representations or statements regarding said injuries, or regarding any other matters, made by the persons, firms or corporations who are hereby released, or by any person or persons representing him or them, or by any physician or surgeon by him or them employed.

It is further understood and agreed that this settlement is the compromise of a doubtful and disputed claim, and that the payment is not to be construed as an admission of liability on the part of COLONIAL CONSTRUCTION CO., by whom liability is expressly denied.

This release contains the ENTIRE AGREEMENT between the parties hereto, and the terms of this release are contractual and not a mere recital.

I/we further state that I/we have carefully read the foregoing release and know the contents thereof, and I/we sign the same as my/our own free act.

WITNESS MY hand and seal this .... day of September, 19 41

IN PRESENCE OF

(signed) Roy L. Peal)
)
Warm Springs, Oregon)

Lewis E. Pitt)
)
Warm Springs, Ore.)

CAUTION! READ BEFORE SIGNING

Fred Sumpter (signed) (SEAL)
FRED SUMPTER

Mary Sumpter her right thumb print (SEAL)

C-7 15M 2-41

RECEIVED
APR 16 1942
FOR FILING

FIA 3-8-1

April 15, 1942

United Pacific Insurance Company
Jo Stroyan
Board of Trade Building
Portland, Oregon

Gentlemen:

In lieu of the final estimate of which you were notified in our letter of December 10, 1941, the Highway Commission will now pay to the Colonial Construction Company, under their contract No. 2357, for grading the Forest Boundary-Warm Springs River Section of the Warm Springs Highway, a revised final estimate.

This payment will be made on or after April 25. The total amount paid on this project, including this revised final estimate, will now be $91,570.50. No force account work is included in this amount, although there is included the amount of $2,155.35 as payment for work performed under a special work agreement.

Very truly yours,

DGD/
BS

Secretary

NOTED
D. G. DeSart

RECEIVED
APR 11 1942
FOR FILING

FLH 2-F-1

Salem
April 10, 1942

Agreement with Colonial
Construction Company

Mr. S. H. Probert

We hand you herewith two executed copies and three unexecuted copies of an agreement between the State Highway Commission and the Colonial Construction Company covering settlement in full of their claim against the Commission in connection with Contract No. 2357 for grading the Warm Springs River-Forest Boundary Section of the Warm Springs Highway.

JM:OA R. H. Baldock

cc: H. G. Smith

RECEIVED
APR 10 1942
FOR FILING

FIR 3-6-1

SALEM
April 9, 1942

Agreement with Colonial Construction Company

Mr. C. B. McCullough
Assistant Chief Engineer
OFFICE

I am handing you herewith six copies of an agreement between the State Highway Commission and the Colonial Construction Company covering settlement in full of the company's claim against the State Highway Commission, in connection with State Highway contract No. 2357 for grading the Warm Springs River-Forest Boundary Section of the Warm Springs Highway.

This agreement was signed by the State Highway Commission on April 2. Some of the attached copies are fully executed and others are signed only by the Commission. I have retained the original of this agreement for the Commission's records and files, and have forwarded one fully executed copy to the Colonial Construction Company.

These copies are for further handling by you.

AM:MM

Secretary

RECEIVED
APR 10 1942
FOR FILING

FLH 3-F-1

April 9, 1942

Colonial Construction Company
West 326 First Avenue
Spokane, Washington

Gentlemen:

I am handing you herewith a fully executed copy of an agreement between the State Highway Commission and you, covering settlement in full of your claim against the State Highway Commission, in connection with State Highway contract No. 2357 for grading the Warm Springs River-Forest Boundary Section of the Warm Springs Highway.

This is for your records and files.

Very truly yours,

Secretary

AH:MM

RECEIVED
JUL 15 1942
FOR FILING

FAH [illegible]-E-1

April 9, 1942

Mr. John Lichty
Attorney at Law
Failing Building
Portland, Oregon

5p

Dear John:

Further reference is made to the claim of the Colonial Construction Company arising out of its contract, No. 2357, with the State Highway Commission for grading the Forest Boundary-Warm Springs River Section of the Warm Springs Highway, in Wasco County.

The State Highway Commission had this matter under discussion at its meeting last week and I am pleased to inform you that the Commission has authorized payment of $2,155.35 to the Colonial Construction Company as settlement in full of said claim. This is in accordance with an agreement between the Commission and the company, dated April 2, 1942.

Very truly yours,

HBG:AM

Secretary

March 23, 1942

Mr. John Lichty
Attorney at Law
Failing Building
Portland, Oregon

Dear John:

I wrote you on March 17 stating that the Engineer expected to make his report, on the Colonial Construction Company claim, to the State Highway Commission at its meeting last week.

Since writing you it has been necessary to change the plans due, as I understand it, to a proposed conference with the contractor. I believe that arrangements are now being made for such conference. I thought you would like this information.

Very truly yours,

HBG:AM

Secretary

March 17, 1942

Mr. John Lichty
c/o Lichty and Doxey
Failing Building
Portland, Oregon

Dear John:

I have just received your letter of March 16 in regard to the claim of the Colonial Construction Company arising out of its contract for grading a portion of the Warm Springs Highway.

In checking up on this matter I find that the Engineer's report is ready to be presented to the Commission at its meeting this week. You will be advised thereafter of the action taken.

With best regards, I remain

Very truly yours,

Secretary

HBG:AM

John Lichty
Edward O. Doxey

Lichty and Doxey
Attorneys at Law
Failing Building
Portland, Oregon
Telephone Atwater 8478

March 16, 1942

Mr. Herbert Glaisyer
Secretary of State Highway Commission
Salem, Oregon

Dear Herb:

About a month ago I was in your office asking what consideration had been given to the claim of the Colonial Construction Company upon its contract for grading a portion of the Warm Springs Highway. At that time you got Mr. Baldock on the telephone, and he stated that the matter was still in the hands of his engineers, and should be ready for a report in about ten days. Please check the matter, and see that it has not been pigeonholed.

Thanking you for this kindness, I remain

Sincerely yours,

John Lichty

JL:DT

[illegible] by Comm [illegible] 3/19/42
next [illegible] day

ANSWERED
H. B. GLAISYER
M

RECEIVED
MAY 7 1942
FOR FILING

F.L.H. 2-E-1

April 9, 1942

Colonial Construction Company
West 326 First Avenue
Spokane, Washington

Gentlemen:

I am handing you herewith a fully executed copy of an agreement between the State Highway Commission and you, covering settlement in full of your claim against the State Highway Commission, in connection with State Highway contract No. 2357 for grading the Warm Springs River-Forest Boundary Section of the Warm Springs Highway.

This is for your records and files.

Very truly yours,

Secretary

AM:MM

agreement filed in contract #2357

NOTED
D. G. DeSart

SALEM
April 9, 1942

Agreement with Colonial Construction Company

Mr. C. B. McCullough
Assistant Chief Engineer
OFFICE

I am handing you herewith six copies of an agreement between the State Highway Commission and the Colonial Construction Company covering settlement in full of the company's claim against the State Highway Commission, in connection with State Highway contract No. 2357 for grading the Warm Springs River-Forest Boundary Section of the Warm Springs Highway.

This agreement was signed by the State Highway Commission on April 2. Some of the attached copies are fully executed and others are signed only by the Commission. I have retained the original of this agreement for the Commission's records and files, and have forwarded one fully executed copy to the Colonial Construction Company.

These copies are for further handling by you.

AM:MM

Secretary

FORM [illegible]

OREGON STATE HIGHWAY COMMISSION

INTER-DEPARTMENT CORRESPONDENCE

AGENDA
APR 2 1942

5. P.

Salem, Ore.
March 30, 1942.

Subject: Colonial Construction Co.
Agreement

To: Mr. R.H. Baldock,
Chief Engineer,
Office.

Dear Sir:

Herewith original and 3 copies of agreement executed by the Colonial Construction Company and 4 unexecuted copies of the agreement covering the Colonial Construction Company's claim for additional compensation on their contract #2357, grading on the Forest Boundary-Warm Springs Section of the Warm Springs Highway in Wasco County.

Yours very truly,

H. G. SMITH,
Construction Engineer.

By Chas E Low
Chas. E. Low,
Construction Office Engineer.

REFERRED TO
Mr. Baldock
BY SECRETARY

CEL/H

to sign

M

Please fix this claim in the usual form for presentation to the Commission.

R.H. Baldock

RECEIVED
MAR 17 1942

GENERAL OFFICES:
326 WEST FIRST AVENUE
PHONE MAIN 3601

MAIL ADDRESS: P. O. BOX 2218

tion Co.

Gentlemen:

As per your letter of March 24th, we are herewith returning the agreement covering the settlement of the claim on Contract #2357, grading of the Forest Boundary-Warm Springs Section of Warm Springs Highway in Wasco County.

Very truly yours,

COLONIAL CONSTRUCTION CO.

By C. H. Ludberg
C. H. Ludberg, President

RECEIVED
MAR 27 1942

---

ditch section with borrow instead of that called for on the plans.

The resident engineer, Mr. Hodge, has explained the steps leading up to the alternation in design very carefully and completely in his report, and it would seem from this analysis that the contractor has made a very exaggerated build-up of the change in specifications, as well as the cost of doing the work. This seems to be one of the customary cases in which the contractor is now taking advantage of a change in plans which he promoted and which was really to his advantage, in order to secure more compensation. I feel that at the time the

LUDBERG
VICE-PRESIDENT
M. L. SAWINS
SECRETARY-TREASURER

GENERAL OFFICES:
326 WEST FIRST AVENUE
PHONE MAIN 3501
MAIL ADDRESS: P. O. BOX 2218

Colonial Construction Co.
General Contractors
SPOKANE, WASH.

March 26, 1942

Oregon State Highway Commission
Salem, Oregon

Attention: H. G. Smith, Construction Engineer

Gentlemen:

As per your letter of March 24th, we are herewith returning the agreement covering the settlement of the claim on Contract #2357, grading of the Forest Boundary-Warm Springs Section of Warm Springs Highway in Wasco County.

Very truly yours,

COLONIAL CONSTRUCTION CO.

By C. H. Ludberg
C. H. Ludberg, President

RECEIVED
MAR 27 1942

---

ditch section with borrow instead of that called for on the plans.

The resident engineer, Mr. Hodge, has explained the steps leading up to the alternation in design very carefully and completely in his report, and it would seem from this analysis that the contractor has made a very exaggerated build-up of the change in specifications, as well as the cost of doing the work. This seems to be one of the customary cases in which the contractor is now taking advantage of a change in plans which he promoted and which was really to his advantage, in order to secure more compensation. I feel that at the time the

GHWAY COMMISSION

IT CORRESPONDENCE

RECEIVED
MAR 11 1942

, Oregon
17th, 1942

bject: Colonial Construction Co.'s Claim on Forest Boundary-Warm Springs River Section

REFERRED TO
H.G.
Engineer

I understand you recommend settlement based upon the following:

5978.8 cy @ 50¢ less 27¢ per c.y. = $1380

Damage trees 780

Total $2160

Plans

Yes, I recommend above as corrected HG

Baldock

claim of the Colonial Construction
in the amount of $3,718.79 on the
ver Section of the Warm Springs

of the sections in which the loc-
veral years of draught, and since
ion there has developed a consider-
und which was not anticipated in the
are less than two feet in height,
provide for sufficient shrinkage
heavy shooting on both the cut and
ow for subsidence in the soft ground.

ing cat and scraper equipment and
e fills across this low and boggy
l times that it would greatly facilitate his work if the cross section was changed to provide a wide ditch which would drain the ground instead of the V-shaped ditch which would result from the 4:1 slopes on the turnpike section. Inasmuch as extra material was needed to make up a deficiency in the balance and for the reason that the contractor would be required to do some excavation in these swamps to secure the normal turnpike section, and since the contractor had several times suggested that he be permitted to drain the swamps, the resident engineer did not think that the cost to the contractor was increased by providing a wide ditch section with borrow instead of that called for on the plans.

The resident engineer, Mr. Hodge, has explained the steps leading up to the alternation in design very carefully and completely in his report, and it would seem from this analysis that the contractor has made a very exaggerated build-up of the change in specifications, as well as the cost of doing the work. This seems to be one of the customary cases in which the contractor is now taking advantage of a change in plans which he promoted and which was really to his advantage, in order to secure more compensation. I feel that at the time the

FORM E-30 30M 9-41

OREGON STATE HIGHWAY COMMISSION

INTER-DEPARTMENT CORRESPONDENCE

RECEIVED
MAR 11 1942

Salem, Oregon
February 17th, 1942

Subject: Colonial Construction Co.'s
Claim on Forest Boundary-
Warm Springs River Section

To: Mr. R. H. Baldock
Chief Engineer
Office

Dear Sir:

In the matter of the claim of the Colonial Construction Company for extra compensation in the amount of $3,718.79 on the Forest Boundary-Warm Springs River Section of the Warm Springs Highway, Contract No. 2357.

This appears to be one of the sections in which the location was made at the end of several years of drought, and since the return to normal precipitation there has developed a considerable area of soft and boggy ground which was not anticipated in the original plans. Here the fills are less than two feet in height, and the original plans did not provide for sufficient shrinkage on the material where there was heavy shooting on both the cut and fill sections, nor did they allow for subsidence in the soft ground.

The contractor was using cat and scraper equipment and found it impossible to make the fills across this low and boggy ground, and he suggested several times that it would greatly facilitate his work if the cross section was changed to provide a wide ditch which would drain the ground instead of the V-shaped ditch which would result from the 4:1 slopes on the turnpike section. Inasmuch as extra material was needed to make up a deficiency in the balance and for the reason that the contractor would be required to do some excavation in these swamps to secure the normal turnpike section, and since the contractor had several times suggested that he be permitted to drain the swamps, the resident engineer did not think that the cost to the contractor was increased by providing a wide ditch section with borrow instead of that called for on the plans.

The resident engineer, Mr. Hodge, has explained the steps leading up to the alternation in design very carefully and completely in his report, and it would seem from this analysis that the contractor has made a very exaggerated build-up of the change in specifications, as well as the cost of doing the work. This seems to be one of the customary cases in which the contractor is now taking advantage of a change in plans which he promoted and which was really to his advantage, in order to secure more compensation. I feel that at the time the

change was made the contractor would have been glad to have signed a price agreement at prices commensurate with the anticipated cost of the work, but since this was not done I think that an adjustment will need to be made with the contractor to cover this work. Both the resident engineer and Mr. Clymer, who has reviewed the cost, think that the amount claimed as the cost of this work is unreasonably high, and it is recommended that an adjustment be made on a yardage basis at about $0.50 per cubic yard.

I believe that the contractor is also technically correct in his claim for 78 danger trees felled within the area covered by a price agreement for extra clearing. The contractor had felled these danger trees prior to the time when it was decided to widen the section. The resident engineer arranged for a price agreement with the contractor for the extra clearing required for the widened section at a price considerably in excess of the original bid price for clearing, and he assumed that this price agreement would also cover the cost of the danger trees which had already been felled. He does not believe that there was any additional cost in felling the trees and then clearing the brush afterwards than if they had been done at one time. His idea of the cost may be sound, but I think he is incorrect with respect to the legal issue since he and the contractor arranged the agreement at a price for extra clearing after the danger trees had been felled; therefore, unless it was specifically mentioned that this was to include the danger trees (which it did not do), I do not feel that any court would consider any work done prior to the date of the agreement.

It is my recommendation, therefore, that the contractor be paid for the danger trees as well as for the extra clearing under the price agreement.

Very truly yours,

H. G. Smith

H. G. Smith
Construction Engineer

HGS:AR

January 13th, 1942

Oregon State Highway Commission
Salem, Oregon

Attention: R. H. Baldock,
State Highway Engineer.

Re: Forest Boundary -
Warm Springs River Section
Warm Springs Highway
Contract No. 2367

Gentlemen:

You have submitted to the undersigned, Colonial Construction Company, the contractor under the above contract, a final estimate on the said contract to which is attached your regular form of release of all claims against the State of Oregon and the Oregon State Highway Commission which you require us to execute before paying to us the amount which you concede to be due on the final estimate. As we have a claim for additional compensation over and above the amount allowed by that estimate, we wish to present to you our claim as embodied herein.

We entered upon the performance of the work provided under our contract and proceeded to clear the right-of-way as staked out and to fall and dispose of the danger trees beyond the staked right-of-way area. We then proceeded with the grading and when the grading was well along the resident engineer advised us that a change in plans had been made and that between stations 367+40 and 375+20 and between stations 425+00 and 434+65 and between stations 431+20 and 442+00 the right-of-way would be widened necessitating additional clearing in order that drain ditches could be dug through these sections which was a veritable swamp. The road through these sections consisted of a fill from two (2) to four (4) feet in height and had been partially completed at the time these orders were given. We proceeded to clear the additional area for which extra compensation was allowed us. No drain ditches had ever been contemplated by either the contract, plans or specifications but ditches were now staked out and we were ordered to excavate them. The nature of the material to be handled to construct this roadway was of a character that could be handled by cats, dozers and carry-alls and that equipment had been provided on the job and the bid had been made on theassumption that only material of that character would of necessity be excavated and placed in the fills. The material which we were required to excavate for these drain ditches consisted of muck which could only be handled by drag-lines. The material was of such a character that the drag-line had to work on specially constructed mats. We were instructed to place the excavated material in the fills, which had been about sixty per cent (60%) completed, from the cuts at the end of the swamps and after this material had been put on the fills it was practically impossible for the cats to run over the fills and we incurred considerable delay and expense in trying to move this material to a place where the cats and scrapers could get rid of it. Most of it was distributed on the slopes as in most cases after the cats had made oneor two trips over the material they had to move to another place until the material had dried out. This necessitated lots of moving and expensive operations. It is our contention that at the time our bid was made neither the plans nor the specifications contemplated moving material of the character that we were required to move and that our bids for unclassified excavation, manifestly could not compensate us for moving this class of material.

We submit herewith figures showing what we contend to be the cost to us of doing this ditch excavation and after allowing therefor the amount estimated at the unclassified excavation bid price, we make a claim for the difference. Manifestly, this does not take into consideration the loss to us occassioned by the general slowing down of our operations occassioned by the requirement that we do this additional work. All of this work was done between April 23rd and June 26th, 1941.

Superintendent, 264 hours @ $1.25 per hour	$330.00 ?	
Truck driver (hauling fuel and supplies) 60 hours @ 85¢ per hour	51.00	
Shovel operator, 264 hours @ $1.50 per hour	396.00	
Shovel oiler, 264 hours @ 85¢ per hour	224.40	
Two laborers, 325 hours @ 75¢ .60 per hour	243.75	195.00
Cat operator, 281 hours @ $1.50 .25 per hour	421.50	351.25
Total	$1666.65	1547.65
Insurance, industrial, old age, and unemployment, 10% of above	$166.66	154.77
Total	$1833.31	1702.42

Equipment rental:

1 3/4 yd. Northwest Dragline, 264 hours @ $5.00 per hour 4.00 PER HOUR	$1320.00	1056.00
2 D. 8 caterpillars equipped with dozer and scrapers, 281 hours @ $6.00 per hour	1686.00 ?	
Total equipment rental	$3006.00	2742.00
Total cost	$4839.31	4444.42
10% overhead and profit	483.93	444.44
Grand total, additional cost	$5323.24	4888.86
Deduct allowance of 5979.8 yards unclassified excavation at 27¢	$1604.45	
Balance	$3718.79	3284.41

22.6 CY per hour [illegible]

[illegible] per CYD

Previous to the time we had been directed to clear the additional area we had cut the danger trees within this area. There were seventy-eight (78) of these danger trees felled within that area, for which we were given no estimate. The danger trees were later counted and measured over the rest of the area and these trees averaged four (4) square feet. Applying this same average to the seventy-eight (78) trees for which no allowance was made, would give a total of 312 square feet at $2.50 per square foot, $780.00.

Recapitulating this claim:

Extra cost of ditching and handling ditch material	$3718.79
Allowed for danger trees overlooked in final estimate	780.00
Total claimed	$4498.79

Respectfully submitted,

COLONIAL CONSTRUCTION COMPANY

By A. H. Luedberg

President.

FLH 3-E-1

RECEIVED
FEB 10 1942
FOR FILING

February 9th, 1942

NOTED
State Highway Engineer

COST ANALYSIS-FINAL REPORT
Forest Boundary-Warm Springs River

Contract No. 2357 Prefix 33-1011
Colonial Construction Co., Contractor W. S. Hodge, Resident Engineer

Item	Cost	Quantity	Unit Cost	Unit Bid	Gross Revenue
Clearing & Grubbing	$21,611.25	65 Acres	$332.48	$123.08	$8,000.00
Felling Danger Trees	2,614.87	2,111.4 sq. ft.	1.24	2.50	5,278.50
Trench Excavation	1,008.16	961.2 cu. yd.	1.05	1.50	1,441.80
Excavation, Single Class	66,240.45	222,581.6 cu. yd.	0.298	0.27	60,097.03
Truck Haul	5,602.16	36,308.5 yd. mi.	0.154	0.12	4,357.02
Finishing Roadbed and Slopes	5,481.92	6.06 Miles	904.61	300.00	1,818.00
Rounding Cutbanks	853.94	9,152 lin. ft.	0.093	0.10	915.00
18" Concrete Pipe	3,118.08	1,651 " "	1.89	2.30	3,797.30
18" " ", Extra Strength	281.64	126 " "	2.24	2.60	327.60
36" Corr. Iron Pipe	452.32	82 " "	5.52	5.20	426.40
60" " " "	810.44	91.5 " "	8.86	9.00	823.50
PA #1, Plant 150 Willow Trees	50.00	All		50.00	50.00
PA #2, Extra Clearing & Grubbing	1,732.25	5.207 Acres	332.48	400.00	2,082.80
Cookhouse & Camp	10,715.24	4,915 man days	2.18	1.20	5,897.66
Credit for Timber Sold	________				1,300.00
	$120,572.72				$96,612.61

Total Cost	$120,572.72
Gross Revenue	96,612.61
Net Loss	$23,960.11

Net Loss Equals 24.8% of Gross Revenue

Forest Boundary-Warm Springs

Detail of Cost

Labor:

Supervision	$4,827.35	
Labor	41,435.90	
State Industrial Accident Insurance	2,771.25	
Unemployment & Old Age Insurance	1,850.53	
Public Liability & Property Damage	660.29	
		$51,545.32

Materials:

18" Concrete Pipe	1,651 lin. ft.	at	$1.485	$2,451.74	
18" Concrete Pipe Extra Strength	126 " "	"	1.755	221.13	
36" Corr. Iron Pipe	82 " "	"	4.311	353.50	
36" " " " Bands	3 each	"	4.50	13.50	
60" Corr. Iron Pipe	91.5 lin. ft.	"	7.164	655.51	
60" Corr. Iron Pipe Bands	3 each	"	8.037	24.11	
Cement	6 bbl.	"	3.45	20.70	
					3,740.19

Equipment Rental, Supplies & Misc.:

Equipment Rental	$28,599.60	
Explosives	9,044.37	
Gas, Oil & Grease	9,388.46	
Small Tools, Supplies & Misc. Expense	5,941.46	
Cookhouse Supplies	6,468.82	
Lumber	232.33	
Freight & Cartage	641.55	
Main Office Expense	4,300.00	
Bond	670.62	
		65,287.21
Grand Total		$120,572.72

Forest Boundary-Warm Springs

REMARKS:

This contract was bid and awarded August 22nd, 1940. Work was started September 3rd, and the contract was finished August 18th, 1941. Due to mud and frozen ground work was suspended for seven weeks from January 25th until March 17th.

The clearing consisted chiefly of about 65 acre of heavy growth pine. The bid of $8,000 was far too low, and the contractor suffered a loss of about $13,600 on clearing and grubbing. A small sawmill purchased the merchantable timber, which was cut in about 20-foot lengths and piled at the side of the road for $1.50 per M-FBM. The clearing procedure was to have one crew falling, bucking and limbing the trees, with a second crew following shooting stumps, piling and burning. Two 96 h.p. tractors were used for pulling the merchantable timber to the edge of the right of way, pulling stumps and bulldozing the debris into piles for burning. The clearing and grubbing was not finished entirely until near the end of the job.

The 222,582 cu. yds. of excavation single classification consisted of about 55,000 cu. yds. of ledge rock, 25,000 cu. yds. of cemented gravel that required blasting and 142,500 cu. yds. of common which included channel changes and borrow excavation.

Most of the common excavation was moved with 3 - 96 h.p. tractors, 2 - 12 cu. yd. scrapers, 1 - 18 cu. yd. scraper and 3 bulldozers. The solid rock and most of the cement gravel was drilled and blasted and moved with shovel and trucks. A 1-3/4 cu. yd. shovel was used in the fall and winter until the job was closed down and the shovel was moved out. A 3/4 cu. yd. shovel was used in the spring and summer to finish the rock excavation and to make channel changes where material was too wet for tractors to operate. The excavation was slowed down by wet and cold weather in the winter and spring and by dust during the summer. The contractor needed his equipment for other work and removed most of the equipment before the job was finished so that the completion of the job was delayed.

There was considerable more solid rock than the contractor had anticipated, and his loss would have been much larger on excavation if it had not been necessary to increase the quantity and borrow about 30,000 cu. yds. of common to bring fills to grade.

The loss on this contract is due chiefly to a low bid and delays caused by inclement weather. The job was handled by three different superintendents in different periods which increased cost.

E. H. Clymer
Cost Analyst

R

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DEC 11 1941
~~FOR FILING~~

FLH 2-E-1

December 10, 1941

United Pacific Insurance Company
Jo Stroyan, Agent
Board of Trade Building
Portland, Oregon

Gentlemen:

You are hereby notified that state highway contract No. 2357 for work on the Forest Boundary-Warm Springs River Section of the Warm Springs Highway, in Wasco County, has been completed by the contractor, Colonial Construction Company, and that final settlement will be made on or after December 20, 1941.

The state is not advised of any unpaid claims for labor or materials, or of the existence of any claims, debts, dues, or demands incurred in the performance of such work and remaining unsatisfied, and you are advised that the state assumes no responsibility for any such claims should there be any.

This notice is served upon you since you appear as surety on the bond furnished by the above-mentioned contractor. Kindly acknowledge receipt of this letter.

For your information we wish to advise that the total amount paid the contractor in connection with this contract will be $89,415.15, including final payment, and that no force account work was performed therein. This contract was completed on August 18, 1941, and was accepted by the State Highway Commission on October 17, 1941.

Very truly yours,
STATE HIGHWAY COMMISSION

By

Secretary

DD:AM

[illegible]
D. DeSart

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NOV 21 1941

FLH 2-6-1

R

November 19, 1941

Colonial Construction Company
West 326 First Avenue
Spokane, Washington

Gentlemen:

The State Highway Commission, at its meeting on October 17, 1941, granted you the extension of time requested from July 31 to August 18, 1941, without penalty, in connection with contract No. 2357 for grading the Forest Boundary-Warm Springs River Section of the Warm Springs Highway, in Wasco County.

Very truly yours,
STATE HIGHWAY COMMISSION

By

Secretary

[illegible]

cc - E. A. Collier

K

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NOV - 3 1941
FOR FILING

FLIt-2-E.1

November 3, 1941

United Pacific Insurance Company
Jo Stroyan, Agent
Board of Trade Building
Portland, Oregon

Gentlemen:

You are advised that it is the intention of the State Highway Commission to make semi-final payment to the Colonial Construction Company, West 326 First Avenue, Spokane, Washington, on contract No. 2357 covering grading work on the Forest Boundary-Warm Springs River Section of the Warm Springs Highway, in Wasco County. This payment, in the amount of $4,463.80, will be made on or after November 13, 1941. The retained percentage is $2,682.43.

There are claims filed against this project, of which you have been previously notified, aggregating $914.50.

Kindly acknowledge receipt of this letter.

Very truly yours,
STATE HIGHWAY COMMISSION

By

Secretary

[illegible]

NOTED
D. C. DeSart

Form E-1—3M—4-41

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FLH 2 ? 1

OREGON STATE HIGHWAY COMMISSION

FIELD ENGINEER'S WEEKLY REPORT

FOR CONSTRUCTION PROJECTS ONLY

For Week Ending Final report, Oct. 25, 1941

Section Forest Boundary-Warm Springs River

Kind of work Grading

Highway Warm Springs

Section prefix 33-1011

Contractor Colonial Construction Co.

Contract number 2357

Date of contract Aug. 22, 1940

Date of completion July 31, 1941

Date work started Sept. 3, 1940

Estimated date of completion Aug. 18, 1941

Amount of contract . . . . . . $ 76,027.00

Per cent of time elapsed 105 %

Estimated cost of completed project, exclusive of engineering $89,414.29

Per cent of contract completed, based on total contract price . . . . 117.6 %

Engineering cost to date, $ 5690.86, 7.5 %

Date project was completed Aug. 18, 1941

General information covering progress of work by party and by contractor, important development, instructions to contractors, instructions from Division Engineers, exchanges in personnel of party, etc.:

Clearing work was started Sept. 3, 1940 and grading work started Sept. 7. Good progress was made clearing and grading until the weather began to get bad about Nov. 1. The Contractor moved equipment considerably in order to work to a better advantage in dryer places. Had quite a little difficulty getting equipment stuck in marshy places. During the better weather there were 3 cats. and carryalls working 3 shifts. Later in the early winter only the power shovel and one cat. worked and the crew was cut down considerably.

The weather and roads became so bad later that work was shut down Jan. 24th.

A small crew started work again March 17 th, only clearing and shooting stumps was done for some time. Apr 7 grading work was again started with 2 cats and carryalls. The weather was wet at times but did not bother too much and work progressed fairly well but there was a large amount of finishing work to be done. Also several areas had to be cleared farther to get borrow as the cut quantities started were entirely insufficient to complete the fills.

The grading and finishing was finally completed Aug. 18th.

From sta. 361 to 367 there was insufficient material to entirely complete the super, the super being low .3 to .4 . Mr. Smith and Mr. Chandler were on the ground one day and said, rather than to clear any more and run the risk of fire, to leave this low and bring it up with topping when the road was topped.

Signed

Address Madras

NOTED

Mail original copy to Salem and duplicate copy to Division Engineer on Saturday of each week, retain triplicate copy for your own file

RAY WEBBER

NOTED
H. N. HACKETT

	GRADING	SURFACING	MAINTENANCE MATERIALS	OIL AND BITUMINOUS MACADAM	PAVING
Miles in project	6.06				
Miles partially completed	6.06				
Miles completed	6.06				
Total estimated quantities	222,579.9				
Estimated quantities moved or placed to date	"				
Average daily quantities	970 time worked				
Average daily quantities necessary to complete project on time					
Number shifts per day					
Hours per shift					
Average force on project for week	0				

Percentages of men employed on contract to be secured from:

.... County, ...%; .... County, ...%; .... County, ...%; .... County, ...%

	NUMBER USED AND SECURED FROM					CONTRACTOR'S KEY MEN, ETC.	TOTAL
	COUNTY	COUNTY	COUNTY	COUNTY	OTHER SOURCES		
Men							
Men and teams							
Men and trucks under 3 tons							
Men and trucks over 3 tons							
Men and tractors							

Equipment used during week: Shovels ...., Power graders ...., Rollers ...., Mixers ...., Crushing or screening plants ....

Compressors ...., Bulldozers ...., Sheet-foot rollers ...., ..., ..., ...

	WEATHER	HRS. DELAY	CAUSE OF DELAY
Sunday	Rain		
Monday	Cloudy		
Tuesday	Fair		
Wednesday	"		
Thursday	Cloudy		
Friday	"		
Saturday	"		

STATE PRINTING DEPT.

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OCT - 6 1941
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FEDERAL WORKS AGENCY
PUBLIC ROADS ADMINISTRATION
DISTRICT ONE

MONTANA
OREGON
WASHINGTON

POST OFFICE BUILDING
PORTLAND, OREGON

September 29, 1941

FLH 2-E-1

Mr. R. H. Baldock
State Highway Engineer
Salem, Oregon

Dear Sir:

Final inspection of Oregon FLH 2-E (1), Forest Boundary-Warm Springs River Section of the Warm Springs Highway ______, was made by a representative of this office on September 19, 1941, subject to submission of Form PR-47. Prompt submission of the final voucher will be appreciated.

Very truly yours,

W. H. LYNCH
District Engineer

By L J Caufield
L. J. Caufield
Sr. Highway Engineer

Ion

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SEP 15 1941
FOR FILING

FLH 2-E-1

September 15, 1941

Union Oil Company of California
Yeon Building
Portland, Oregon

Gentlemen:

Contract No. 2357, with the Colonial Construction Company, for the Forest Boundary-Warm Springs River Section of the Warm Springs Highway, in Wasco County, was completed August 18, 1941, and has not yet been accepted by the Commission.

The last estimate paid to the contractor was in the amount of $6,911.70, for work done to August 10, and was mailed to the contractor on August 27, 1941. A payment for work done to September 10 will probably be mailed about the end of this month.

Very truly yours,

OREGON STATE HIGHWAY COMMISSION

By

Secretary

DGD:RS

NOTED
D. DeSart

Union Oil Company of California

YEON BUILDING
PORTLAND, OREGON

September 2, 1941

Oregon State Highway Commission
Salem
Oregon

Gentlemen:

We are serving Colonial Construction Company on Oregon State Highway Contract #2357, Forest Boundary-Warm Springs River Section of the Warm Springs Highway. We understand that this contract is due for completion very shortly, and we will appreciate it greatly if you will tell us the approximate time that it will be finished. We would also like to know the amount and date of the last estimate sent and the approximate date when the next estimate will go out.

Thank you for this information.

Yours very truly

D. E. NICHOLS
District Credit Supervisor

WSN:EAC

By: W S Newton Jr.

FORM 401 P

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AUG 29 1941
FOR FILING

FLA 3-E-1

Salem, Oregon
August 27, 1941

Warm Springs Indian Agency

H. G. Smith

Please note the attached copy of a letter from Mr. J. W. Elliott, Superintendent of the Warm Springs Indian Agency, in which he advises that the cattle belonging to Indians on the reservation have died from eating dynamite which was carelessly left exposed by the employees of the Colonial Construction Company.

Will you please take this matter up directly with the contractors and find out what their intentions are in regard to the matter.

A copy of this letter is being sent to Mr. Glaisyer so that he can notify the surety on the bond.

Yours very truly,

C. B. McCullough
Assistant Chief Engineer

JH:OA

cc. H. B. Glaisyer

UNITED STATES
DEPARTMENT OF THE INTERIOR
OFFICE OF INDIAN AFFAIRS
FIELD SERVICE

Warm Springs Indian Agency.
Warm Springs, Ore.
Aug. 25, 1941.

Mr. C. B. McCullough,
Assistant Chief Engineer,
Oregon State Highway Commission,
Salem, Ore.

Dear Mr. McCullough:

I wish to refer to your letter of July 21, 1941, relative to our claim for the loss of cattle belonging to local Indians due to their having eaten dynamite carelessly left exposed by employees of the Colonial Construction Company while constructing a section of State highway across this reservation.

In this connection I wish to advise that a claim was formally presented to the Colonial Construction Company of Spokane, Wash., by our letter of Aug. 5, 1941, copy of which was furnished your office. To date, however, we have had no response from the company, and in the mean time, they have apparently completed their contract with you and have removed their crew and equipment.

The Indian owners of the livestock in question can ill afford to absorb this loss, and we expect to protect their interests to the limit. We believe there is no question of the liability of the Colonial Construction Company in the matter, and feel that a prompt settlement should be forthcoming. In view of the circumstances, I wish to urge that you withhold final settlement on their contract until such time as a satisfactory settlement of this claim has been made.

Very truly,

J. W. Elliott
J. W. Elliott
Superintendent.

cc Indian Office
U. S. Attorney

HQS. + H. B. 2

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AUG 1[illegible] 1941
FOR FILING

FLH 2-E-1

August 12, 1941

United Pacific Insurance Co.
Jo Stroyan
Board of Trade Bldg.
Portland, Oregon

Gentlemen:

We have received notice of a claim from J. W. Elliott, Superintendent of the Warm Springs Indian Agency, Warm Springs, Oregon, in behalf of five Indian cattle owners on the reservation, for cattle valued at $914.50, which died as a result of eating dynamite carelessly left exposed by employees of the Colonial Construction Company, on the Forest Boundary-Warm Springs River Section of the Warm Springs Highway in Wasco County, which section is being graded under contract No. 2357, by said Colonial Construction Company.

Very truly yours,

OREGON STATE HIGHWAY COMMISSION

By

Secretary

DGD:RS

cc Colonial Construction Co.
W. 326 First Ave.
Spokane, Washington

NOTED
D. G. DeSart

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CEIVED
JUL 23 1941
FOR FILIN

FLH 2-E-1

July 21, 1941.

Mr. J. W. Elliott
Superintendent
Office of Indian Affairs
Field Service
Warm Springs, Oregon

Cross Referenced To
Adm.
Insurance
Property Damage

Dear Sir:

Reference is made to our previous correspondence in reference to the loss of certain cattle belonging to local Indians in the vicinity of that section of road under construction by the Colonial Construction Company.

I am in receipt of the following memorandum from Mr. H. O. Smith, our Construction Engineer:

> "In regard to Record of Assignment 1277, loss of cattle on the Warm Springs Indian Reservation due to their eating dynamite, I am advised that the Colonial Construction Company has insurance against the hazard of loss of cattle and that the matter has been turned over to their insurance company and will be settled in the near future.
>
> "We will keep in touch with the Indian Service to see that the matter is satisfactorily adjusted."

You will note from the above that Mr. Smith will keep in touch with your Service in order to see that this claim is satisfactorily adjusted.

Very truly yours,

C. B. McCullough
Assistant Chief Engineer

CBM:AP

OREGON STATE HIGHWAY COMMISSION

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon

July 19th, 1941

Subject: Loss of Cattle on Warm Springs Indian Reservation

To: Mr. C. B. McCullough
Asst. Chief Engineer
Office

Dear Sir:

In regard to Record of Assignment #1277, loss of cattle on the Warm Springs Indian Reservation due to their eating dynamite, I am advised that the Colonial Construction Company has insurance against the hazard of loss of cattle and that the matter has been turned over to their insurance company and will be settled in the near future.

We will keep in touch with the Indian Service to see that the matter is satisfactorily adjusted.

Very truly yours,

H G Smith

H. G. Smith
Construction Engineer

HGS:AR

#1277

VED
JUL 15 1941
FOR FILING

Adm
Insurance
Property Damage

Indian Service

July 14, 1941

Loss of cattle on Colonial
Constr. Co. job

Mr. H. G. Smith

The attached letter and acknowledgment are self explanatory.

May we have your report on the first damage claim as well as this one, as soon as possible?

C. B. McCullough

July 14, 1941.

Mr. J. W. Elliott
Superintendent
Office of Indian Affairs
Field Service
Warm Springs, Oregon

Dear Sir:

Receipt is acknowledged of your letter of July 12, with further reference to your previous claim (dated June 24) for the loss of ten head of cattle belonging to local Indians in the vicinity of the section of road under construction by the Colonial Construction Company.

In accordance with your request, we are adding the amount of $80.00(for the loss of one cow approximate weight 1000 lbs., branded G on right shoulder) to the amount of your previous claim.

As stated in our previous letter, this matter was referred to our Construction Engineer, Mr. H. G. Smith, for investigation and report to this office. We are also sending him your letter dated July 12, and requesting him to submit his report on the matter at the earliest possible date.

Very truly yours,

C. B. McCullough
Assistant Chief Engineer

cc Mr. H. G. Smith

UNITED STATES
DEPARTMENT OF THE INTERIOR
OFFICE OF INDIAN AFFAIRS
FIELD SERVICE

RECEIVED
JUL 14 1941
STATE [illegible] [illegible]ISSION

Warm Springs Indian Agency.
Warm Springs, Ore.
July 12, 1941.

Oregon State Highway Commission,
Salem, Ore.

Gentlemen: ATTENTION MR. C. B. MCCULLOUGH.

With reference to our letter of June 24, 1941, and to your reply of June 26, 1941, relative to the loss of ten head of cattle belonging to local Indians in the vicinity of the section of road under construction by the Colonial Construction Company, I wish to report the finding of one more dead animal described as follows:

1 Cow, approx. weight 1000#, branded G on right shoulder, valued at $80.00.

Kindly add the above to our claim for damages in connection with the loss of cattle as described in our letter of June 24, 1941.

Very truly,

J. W. Elliott
J. W. Elliott
Superintendent.

[illegible] 2 [illegible] 1941
FOR FILING

[illegible]
Insurance
Property No.

Indian Service

June 26, 1941

Mr. J. W. Elliott
Superintendent
Office of Indian Affairs
Field Service
Warm Springs, Oregon

Dear Sir:

Receipt is acknowledged of your communication of June 24, with reference to the death of ten head of cattle in the immediate vicinity of certain road work under contract by the state to the Colonial Construction Company.

We are referring this communication to our Construction Engineer, H. G. Smith, with the request for an immediate investigation. Offhand, it would be my opinion that an accident of this kind is entirely the responsibility of the contractor as his contract with us relieves the state, in so far as he is concerned, of any liability for personal injury or property damage caused by his operations; however, as above stated, we will get a complete report covering the matter, and will then refer it to our Legal Department for further handling.

We wish to assure you that the policy of this department has always been to insist upon construction methods which will avoid to the maximum possible degree any likelihood of injury to persons or property; and we are instructing our Construction Engineer to see to it that no open boxes of dynamite are left on or adjacent to the premises, and that the entire project be inspected to insure against any further damage from this cause.

We wish to thank you for calling this matter to our attention, and assure you that we will cooperate to the utmost.

Very truly yours,

C. B. McCullough
Assistant Chief Engineer

CBM:AP
cc H. G. Smith

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RECEIVED
JUN 26 1941
STATE HIG

UNITED STATES
DEPARTMENT OF THE INTERIOR
OFFICE OF INDIAN AFFAIRS
FIELD SERVICE

Warm Springs Indian Agency.
Warm Springs, Ore.
June 24, 1941.

Oregon State Highway Commission,
Salem, Ore.

Gentlemen:

On June 21, 1941, upon information furnished us by certain Indian cattle owners, an investigation was made of the death of a considerable number of cattle in the vicinity of the stretch of road within this reservation under construction by the Colonial Construction Company. Our investigation was made by Mr. Andrew Jean, Farm Agent,; Mr. Nicholas Welter, Forest Supervisor of this agency, and interested Indian stockmen.

Ten head of dead cattle in the immediate vicinity of where the above road contractors had carelessly left some open boxes of dynamite were found. Empty boxes, paper from dynamite sticks, and other material extremely dangerous to livestock, were found scattered along the right-of-way. It is a well known fact that some of the ingredients from which dynamite is made, are fatal to livestock, and the saturated wrapping paper from the dynamite sticks, the saw-dust packing and the empty boxes are often responsible for livestock losses.

A copy of the report of investigation signed by W. Andrew Jean, Farm Agent, is enclosed for your information. This report gives a description of each animal found, with estimated weight and brand, and estimated valuation. Based on current market prices, the livestock known to have been lost from the above cause, have a total valuation of $830.00, and the Indian owners have suffered a loss to this extent. The Federal Government in each instance holds liens on the livestock in question on account of loans advanced the Indian owners.

The gross negligence on the part of the Colonial Construction Company in leaving this material exposed as they apparently had for a considerable period of time, is wholly inexcusable. This material is extremely dangerous to human life, as well as to property, and we feel that the stock owners who have suffered loss due to the carelessness of the above construction company are fully entitled to damages.

I therefore hereby wish to enter a claim against your Commission

R

and the Colonial Construction Company, in the amount of $830.00, to cover the loss of the animals described in the attached report of Mr. Jean, belonging to Fred Sumpter, Douglas Jake, Little Jake and Edward Baker, all Indians of this reservation.

Due to the heavily timbered and brushy nature of the terrain through which this right-of-way runs, it is extremely difficult to find objects, and it is very possible that additional losses may be found. A further search is being made at this time. If so, additional claims will be filed to cover.

Your early action in connection with this matter will be greatly appreciated.

Very respectfully,

J W Elliott

J. W. Elliott
Superintendent.

cc Mr. Carl Donaugh,
U. S. Attorney.

June 23, 1941
Warm Springs, Ore.

Mr. J. W. Elliott, Supt.
Warm Springs Agency
Warm Springs, Oregon

Dear Mr. Elliott:

Upon notification by Fred Sumpter, Indian Cattleman, that a number of his cattle had died from effects of eating dynamite carelessly left along the highway right-of-way, under construction, adjacent to Beaver Creek an investigation was made. Ten cattle were found dead bearing the following brands and listed as property of:

1 Cow, Approx. Wt. 1100#, branded G on Right Shoulder.
1 Cow, " " " , " " " " .
1 Cow, " " 1000#, " " " " .
1 Cow, " " " , " " " " .
1 Cow and Calf " " " " .
1 Heifer, " 850#, " " " " .

The above listed cattle are registered under the brand of Fred Sumpter and have a total value of $590.00 based on prices at the time of finding June 21, 1941.

1 Cow, Apprx. Wt. 1000#, branded V on Right Rib.
Property of Douglas Jake and valued at $80.00.

1 Cow, Approx. Wt. 1000#, branded V on Right Hip.
Property of Little Jake and valued at $80.00.

1 Cow, Approx. Wt. 1000#, branded HB on Right Side.
Property of Edward Baker and valued at $80.00.

The powder found was twenty paces from the right-of-way. Two closed boxes of dynamite and one box that had been apparently partially opened had been licked clean by the cattle and the ground around the boxes had been heavily trampled. A box of nineteen caps was found in the immediate vicinity. A distinct trail led from the powder towards the creek. The first cow was thirty paces from the powder, the second fifty paces and the third eighty paces.

Mail original copy to [illegible]

June 23, 1941
Warm Springs, Ore.

Mr. J. W. Elliott, Supt.
Warm Springs Agency
Warm Springs, Oregon

page - two

The other seven had apparently reached the creek, drank, and crossed to die on the other side. The cattle had been dead from six to ten days at the time of finding.

These owners have removed their cattle from this section but a number are still missing and may have died similarly. A more extended search is being made and any further findings will be reported to your office immediately.

Very truly yours,

W. Andrew Jean
Farm Agent

Mail original copy to Salem and duplicate copy to Division Engineer on Saturday of each week, retain triplicate copy for

Form E-1—6M—4-41

OREGON STATE HIGHWAY COMMISSION
FIELD ENGINEER'S WEEKLY REPORT
FOR CONSTRUCTION PROJECTS ONLY

FLH 2-E-1

For Week Ending Aug. 23, 1941

Section Forest Boundary Warm Springs River

Kind of work : Grading

Highway Warm Springs

Section prefix 33-1011

Contractor Colonial Construction Co

Contract number 2357

Date of contract Aug. 22, 1940

Date of completion July 31, 1941

Date work started Sept. 4, 1940

Estimated date of completion Aug. 18, 1941

Amount of contract . . . . $ 76,027.00

Per cent of time elapsed 105.0 %

Estimated cost of completed project, exclusive of engineering $84,410.10

Per cent of contract completed, based on total contract price . . . . 111.0 %

Engineering cost to date, $ 5,050.00, 6.65 %

Date project was completed Aug. 18, 1941

General information covering progress of work by party and by contractor, important development, instructions to contractors, instructions from Division Engineers, exchanges in personnel of party, etc.:

Work was all completed Aug. 18th.

We have all the re-measuring and cross sectioning and culverts checked and we are working on the semi-final estimate as fast as we get time.

Party finished re-measuring this section ~~today.~~ Aug 20

NOTED
DAY WO[illegible]

RECEIVED
AUG 25 1941

Signed A. S. Hodge

Address Madras

Mail original copy to Salem and duplicate copy to Division Engineer on Saturday of each week, retain triplicate copy for your own file

	GRADING	SURFACING	MAINTENANCE MATERIALS	OIL AND BITUMINOUS MACADAM	PAVING
Miles in project	6.06				
Miles partially completed	6.06				
Miles completed	6.06				
Total estimated quantities	211,000				
Estimated quantities moved or placed to date	c211,000				
Average daily quantities	500 time worked				
Average daily quantities necessary to complete project on time	----				
Number shifts per day	0				
Hours per shift	0				
Average force on project for week	0				

Percentages of men employed on contract to be secured from:

.... County, ...%; .... County, ...%; .... County, ...%; .... County, ...%

	NUMBER USED AND SECURED FROM					CONTRACTOR'S KEY MEN, ETC.	TOTAL
	COUNTY	COUNTY	COUNTY	COUNTY	OTHER SOURCES		
Men							
Men and teams							
Men and trucks under 3 tons							
Men and trucks over 3 tons							
Men and tractors							

Equipment used during week: Shovels ...., Power graders ...., Rollers ...., Mixers ...., Crushing or screening plants ....

Compressors ...., Bulldozers ...., Sheet-foot rollers ...., ..., ..., ...

	WEATHER	HRS. DELAY	CAUSE OF DELAY
Sunday	Rain		
Monday	" "		
Tuesday	Fair		
Wednesday	Rain		
Thursday	Cloudy		
Friday	Rain		
Saturday	Cloudy		

STATE PRINTING DEPT.

6

RECEIVED
APR 24 1941
FOR FILING

FLH 2-E-1

April 12, 1941

Mr. W. H. Lynch
District Engineer
Public Roads Administration
Post Office Box 3900
Portland, Oregon

Dear Sir:

We are enclosing herewith seven copies of estimate as basis for project agreement for the Forest Boundary-Warm Springs River Section, Project No. FLH 2-E (1).

Very truly yours,

R. H. BALDOCK
Chief Engineer

By

S. H. Probert
Office Engineer

Dict. by J. W. Nash/GS

Encl.

Oregon State Highway Department

Federal Lands Highway
Project No. FLH 2-E (1)

FOREST BOUNDARY-WARM SPRINGS RIVER SECTION

OF THE WARM SPRINGS HIGHWAY IN WASCO COUNTY

(Estimate as basis for modified agreement. Based on low bid prices.)

Salem, Oregon, April 10, 1941

All Required		Clearing and Grubbing		$ 8,000.00
1,000	sq. ft.	Felling Danger Trees	$ 2.50	2,500.00
550	cu. yds.	Trench Excavation	1.50	825.00
185,000	cu. yds.	Excavation, Single Classification	.27	49,950.00
41,000	yd. mi.	Truck Haul	.12	4,920.00
6.06	miles	Finishing Roadbed and Slopes	300.00	1,818.00
4,500	lin. ft.	Rounding Cutbanks	.10	450.00
2,350	lin. ft.	18" Concrete Pipe	2.30	5,405.00
130	lin. ft.	18" Extra Strength Concrete Pipe	2.60	338.00
70	lin. ft.	24" Concrete Pipe	3.30	231.00
150	lin. ft.	36" Corr. Iron Pipe	5.20	780.00
90	lin. ft.	60" Corr. Iron Pipe	9.00	810.00
			Subtotal	$ 76,027.00
			10% Engr. & Cont.	7,602.70
			Total	$ 83,629.70

Length 6.062 miles
Cost per mile $ 13,795.72

FLH Funds- $ 83,629.70

State Funds for Maintenance: Chap. 529, laws 1939

Oregon State Highway Department

Federal Lands Highway
Project No. FLH 2-E (1)

FOREST BOUNDARY-WARM SPRINGS RIVER SECTION
OF THE WARM SPRINGS HIGHWAY IN WASCO COUNTY

(Estimate as basis for ~~project~~ agreement. Based on low bid prices.)

April 1941
Salem, Oregon, ~~November 6, 1940~~

All Required		Clearing and Grubbing		$ 8,000.00
1,000	sq. ft.	Felling Danger Trees	$ 2.50	2,500.00
550	cu. yds.	Trench Excavation	1.50	825.00
185,000	cu. yds.	Excavation, Single Classif.	.27	49,950.00
41,000	yd. mi.	Truck Haul	.12	4,920.00
6.06	miles	Finishing Roadbed and Slopes	300.00	1,818.00
4,500	lin. ft.	Rounding Cutbanks	.10	450.00
2,350	lin. ft.	18" Concrete Pipe	2.30	5,405.00
130	lin. ft.	18" Extra Strength Concrete Pipe	2.60	338.00
70	lin. ft.	24" Concrete Pipe	3.30	231.00
150	lin. ft.	36" Corr. Iron Pipe	5.20	780.00
90	lin. ft.	60" Corr. Iron Pipe	9.00	810.00
		Subtotal		$ 76,027.00
		10% Engr. & Cont.		7,602.70
		Total		$ 83,629.70

Length 6.062 miles
Cost per mile $ 13,795.72

FLH Funds- ~~$ 64,600.00~~ 83629.70
~~State Funds- 19,029.70~~

$ 83,629.70

~~State Funds for Construction: Chap. 175, laws 1917; Chap. 31, laws 1920; Chap. 529, laws 1939~~
State Funds for Maintenance: Chap. 529, laws 1939

FLH 2-E-1

UNITED STATES DEPARTMENT OF AGRICULTURE
BUREAU OF PUBLIC ROADS
DISTRICT No. 1

POST OFFICE BUILDING
PORTLAND, OREGON

FEDERAL WORKS AGENCY
PUBLIC ROADS ADMINISTRATION

IN YOUR REPLY PLEASE REFER TO FILE No.

Stencil No. 124
Oregon FLH 2-E (1)
Forest Boundary-Warm Springs R. Sec.
Warm Springs Secondary Hwy.

February 10, 1941

Mr. R. H. Baldock
State Highway Engineer
Salem, Oregon

Dear Sir:

We are forwarding herewith, for your files, an executed copy of the ____________________ project agreement and certificate for the above numbered project.

Very truly yours,

W. H. LYNCH
District Engineer

By L J Caufield
L. J. Caufield
Sr. Highway Engineer

Encls.

Iron

WA4pr-9072

Form P. R, 2

State Oregon

Project No. FLH 2-E(1)

PROJECT AGREEMENT

MEMORANDUM OF AGREEMENT made this 6th day of Jan, 1941

by and between The Oregon State Highway Commission, constituting

for the purpose hereof, the Highway Department of the State of Oregon hereinafter called the Highway Department, and the Federal Works Administrator, hereinafter called the Administrator, under and pursuant to the provisions of the act of Congress approved July 11, 1916 (39 Stat., 355), entitled "An Act to provide that the United States shall aid the States in the construction of rural post roads, and for other purposes," and of the act approved November 9, 1921 (42 Stat., 212), entitled "An Act to amend the Act entitled 'An Act to provide that the United States shall aid the States in the construction of rural post roads, and for other purposes,' approved July 11, 1916, as amended and supplemented, and for other purposes," and acts amendatory thereof or supplementary thereto; including particularly the amendatory Act of June 24, 1930 (46 Stat. 805):

Whereas the Highway Department of said State submitted on the 18th day of February, 1931, a project statement, which was approved on the 20th day of March, 1931, for the proposed construction of a project consisting of the road hereinafter described; and

Whereas the Highway Department, in accordance with the rules and regulations promulgated for the administration of the Federal Highway Act, has furnished surveys, plans, specifications, and estimates for Section E(1) of said project which were recommended for approval by the District Engineer of the Public Roads Administration on the 31st day of July 1940; and

Whereas the Administrator has certified to the Secretary of the Treasury his approval of said surveys, plans, specifications, and estimates, and the sum of sixty-four thousand, six hundred and no/100 dollars ($64,600.00) as the share of the United States payable under said act on account of Section E(1) of said project, which does not exceed the authorized Federal pro rata share of the approved total estimated cost thereof:

Now, therefore, in consideration of the premises and of the several promises to be faithfully performed by each, as hereinafter set forth, the Highway Department and the Administrator do hereby mutually agree as follows:

FUNDS AT THE DISPOSAL OF THE HIGHWAY DEPARTMENT

ARTICLE I. Funds for the use of the Highway Department in the construction of said project have been made available in the following manner, to wit:

(*a*) By the State : Chap. 175, laws 1917; Chap. 31, laws 1920; Chap. 529, laws 1939.
(Include date and citation of act of legislature by which authorized)

(*b*) From other sources from funds made available under authorizations pursuant to the provisions of the Act approved June 24, 1930 (46 Stat. 805).
(State how placed under direct control of Highway Department)

ROAD EMBRACED IN PROJECT

ARTICLE II. This agreement covers the following highway as described in detail in said surveys, plans, and specifications:

Between survey station 358+41.7 at the boundary between Warm Springs Indian Reservation and the Mt. Hood National Forest and survey station 678+50 at the north end of Section D(1) of said project, in the NW 1/4 of Sec. 7, T. 7 S., R. 11 E., W. M.

, length 6.062 miles, in Wasco County, being Section E(1) of Oregon project No. FLH 2, consisting of 6.062 miles of roadway and no bridges, ~~each~~ of more than 20 feet clear span; [illegible].

CHARACTER AND METHOD OF CONSTRUCTION

ARTICLE III. The Highway Department will construct or cause to be constructed to final completion said project, in strict compliance with said plans and specifications, which are made a part hereof, under its direct supervision, which shall include adequate inspection throughout the course of construction, subject at all times to inspection and approval by the Administrator or his agents, and in accordance with the laws of said State, the rules and regulations of the Administrator, and the following conditions:

(*a*) It is agreed that the construction work on the project shall be performed by contract, unless the performance thereof by force account shall be approved by the Administrator or his authorized representatives. Such construction work as may be performed by force account shall be paid for on the basis of the units of work performed at the unit prices set forth in the estimate as approved by the Administrator, except that where the total actual cost is ascertained to be less than the estimate so approved the total Federal payments shall not exceed the Federal pro rata share of such total actual cost.

UNITED STATES PRO RATA SHARE OF THE COST OF SAID PROJECT

ARTICLE IV. The United States pro rata share of the value of the labor and materials which shall be actually put into the construction of Section E(1) of said project shall not in any event exceed the sum of sixty-four thousand, six hundred and no/100 dollars ($64,600.00), certified to the Secretary of the Treasury as above mentioned, which does not exceed the authorized Federal pro rata share of eighty-three thousand, six hundred twenty-nine and 70/100 dollars ($83,629.70), the approved total estimated cost of Section E(1) of said project.

PAYMENTS

ARTICLE V. As the construction of said project progresses, the Administrator shall from time to time draw warrants on the Secretary of the Treasury for the payment to

the State Treasurer
(Official or depository)

hereby designated by the Highway Department for that purpose and authorized under the laws of said State to receive public funds of the State of Oregon (Name) of such sums as shall not, together with previous payments, exceed the United States pro rata share, as above specified, of the value, as determined by the Administrator after inspection and approval, of the labor and materials which have actually been put into said construction work in compliance with the requirements of Article III hereof.

The Administrator reserves the right to withhold such sum as he may deem necessary to insure completion of construction in compliance with said plans and specifications.

MAINTENANCE OF PROJECT

ARTICLE VI. The Highway Department will maintain said project in compliance with said acts of July 11, 1916, and November 9, 1921, out of funds which have been or will be made available therefor by said State in the manner herein set forth, to wit: Chap. 529, Laws 1939.
[Include reference to statute authorizing funds and probable amount annually available)

The Highway Department will use every means within its power to insure proper and permanent maintenance of said project, and to that end will provide for the constant making of needed repairs to preserve a smooth-surfaced highway.

Showing of authority of the Highway Department to execute agreements will be found in the agreement for project No. 112.

In witness whereof the parties have hereunto affixed their signatures, the Highway Department on the day and year first above written and the Administrator on the ________ day of JAN 22 1941, 19____

OREGON STATE HIGHWAY COMMISSION
(Official title of Highway Department)

By Henry F. Cabell

Chairman, State Highway Commission
(Title of officer)

By ________

Member, State Highway Commission
(Title of officer)

By ________

Member, State Highway Commission
(Title of officer)

By ________

____
(Title of officer)

By ________

____
(Title of officer)

FEDERAL WORKS ADMINISTRATOR,

By ________
Acting Commissioner of Public Roads.

Form PR. 3—Revised

FEDERAL WORKS AGENCY
PUBLIC ROADS ADMINISTRATION

CERTIFICATE OF APPROVAL OF PLANS, SPECIFICATIONS, AND ESTIMATES

(Under "An Act to provide that the United States shall aid the States in the construction of rural roads, and for other purposes," approved July 11, 1916, and acts amendatory thereof and supplementary thereto.)

To

THE SECRETARY OF THE TREASURY, AND

THE STATE HIGHWAY DEPARTMENT OF THE STATE OF **Oregon**

Pursuant to the acts above cited, I hereby certify—

FIRST. That in accordance with the provisions of said acts, I have approved the plans, specifications, and estimates submitted by the State Highway Department of the State of **Oregon** for the construction of a highway designated in the records of this Agency as Project No. **FLH 2-E(1)** State of **Oregon.**

SECOND. That in accordance with said provisions I have approved the sum of $**83,629.70** as the total estimated cost of said project, and the sum of $ **64,600.00** as the share of the United States, payable under said acts on account of such project, which does not exceed the authorized Federal pro rata share of said total estimated cost.

Done at the city of Washington, this ______ day of JAN 22 1941
one thousand nine hundred and ______

FEDERAL WORKS ADMINISTRATOR,

By ______
Acting Commissioner of Public Roads.

U. S. GOVERNMENT PRINTING OFFICE 10—10130

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JAN 8 1941
FOR FILING

FLH 2-E-1

January 8, 1941

Union Oil Company
of California
Yeon Building
Portland, Oregon

Gentlemen: Attention D. E. Nichols

In accordance with your request of January 6 you are advised that the amount paid to date on contract No. 2357, with the Colonial Construction Company, for grading the Forest Boundary-Warm Springs River Section of the Warm Springs Highway, is $27,871.50.

Warrant for payment of estimate No. 4, in the amount of $6,939.77, will be mailed to the contractors the latter part of this week.

The retained percentage to date on this contract is $5,702.03.

Very truly yours,

OREGON STATE HIGHWAY COMMISSION

By:

DGD:RS

Secretary

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FEDERAL WORKS AGENCY
PUBLIC ROADS ADMINISTRATION

FLH 2-E-1

UNITED STATES DEPARTMENT OF AGRICULTURE
BUREAU OF PUBLIC ROADS
DISTRICT No. 1

(Stencil #28)

POST OFFICE BUILDING
PORTLAND, OREGON

IN YOUR REPLY PLEASE REFER TO FILE No. Oregon FLH 2-E (1)
Forest Boundary-Warm Springs River Sec.
Warm Springs Highway

December 16, 1940

Mr. R. H. Baldock
State Highway Engineer
Salem, Oregon

Dear Sir:

We are forwarding herewith two copies of proposed project agreement for signature and return to this office.

Enclosed is an approved copy of the detail estimate, upon which the agreement was based, together with approved copy of specifications.

Very truly yours,

W. H. LYNCH
District Engineer

By T. M. Davis
T. M. Davis
Sr. Highway Engineer

FLH 2-E-1

RECEIVED

R.H.Baldock

Cost Analysis to December 10, 1940
Forest Boundary-Warm Springs River

Contract #2357
W. S. Hodge, Resident Engineer

Prefix 33-1011
Colonial Construction Co., Contractor

Description	Cost	Quantity	Unit Cost	Unit Bid	Gross Revenue
Clearing & Grubbing	$14,095.25	82% (54.0 Acres)	$261.01	$121.66	$ 6,560.00
Danger Trees	2,664.12	1,400 sq. ft.	1.90	2.50	3,500.00
Trench Excavation	150.00	100 cu. yds.	1.50	1.50	150.00
Single Class Excav.	20,313.42	98,840 " "	0.205	0.27	26,686.80
Truck Haul	2,115.00	14,100 yd. mi.	0.15	0.12	1,692.00
Rounding Cutbanks	80.00	800 lin. ft.	0.10	0.10	80.00
18" Concrete Pipe	207.38	120 " "	1.72	2.30	276.00
18" Xstr. Concrete Pipe	252.90	126 " "	2.00	2.60	327.60
36" Corr. Iron Pipe	404.31	82 " "	4.93	5.20	426.40
60" " " "	762.57	90.5 " "	8.43	9.00	814.50
Cookhouse	4,061.00				2,476.80
	$45,105.95				$42,990.10

Total Cost	$45,105.95
Gross Revenue	42,990.10
Net Loss	$2,115.85

Net Loss Equals 4.9% of the Gross Revenue

Forest Boundary-Warm Springs

Detail of Cost

Labor:

Supervision	$1,072.50	
Labor	17,278.87	
State Industrial Accident Insurance	1,192.84	
Unemployment Insurance	734.05	
Social Security	183.51	
		$20,461.77

Materials:

18" Concrete Pipe	120	lin. ft.	at	$1.485	$178.20	
18" XSTR Conc. Pipe	126	" "	"	1.755	221.13	
36" Corr. Iron Pipe	82	" "	"	4.311	353.50	
36" Bands	3		"	4.50	13.50	
60" Corr. Iron Pipe	90.5	lin. ft.	"	7.164	648.34	
60" Bands	3		"	8.037	24.11	
Cement	1	bbl.	"	3.45	3.45	
						1,442.23

Equipment Rental and Supplies:

Equipment Rental	$8,578.20	
Explosives	4,861.90	
Gas, Oil and Grease	3,662.15	
Cookhouse Supplies	2,254.46	
Small Tools & Misc. Supplies	2,026.15	
Main Office Expense	800.00	
Bond	405.13	
Lumber	334.08	
Freight & Cartage	279.89	
		23,201.96
		$45,105.95

Forest Boundary-Warm Springs

REMARKS:

This contract was bid and awarded August 22nd, 1940; work was started September 3rd, and on December 10th, the project was 53% complete.

There were 65.9 acres of clearing and grubbing in the contract, and the average lump sum price of the fifteen bidders was $22,350.00. The contractor bid $8,000.00, however, and as a consequence a loss of about $9,000.00 can be anticipated on this item. A small mill arranged to purchase all the good timber [redacted] in about 20-foot lengths and piled at the side of the road for $1.50 per M-FBM, but it is doubtful if the contractor will be paid. The clearing procedure is to have one crew falling, bucking and limbing the trees with a second crew close behind piling and burning. Two 96 h.p. tractors are used for pulling the merchantable timber to the side of the right of way and bulldozing the debris into piles for burning.

It was found upon opening the cuts that of the 185,000 cu. yds. of single classification material in the job that about 50,000 cu. yds. were solid. At the bid of $0.27 per cu. yd. this allows $0.16 for common and $0.57 for solid excavation. Cost of the solid will be about $0.75, however, as the rock is porous and breaks very big, requiring a large amount of powder. Three 96 h.p. tractors, 3 bulldozers, 2 - 12 cu. yd. scrapers, 1 - 18 cu. yd. scraper, 1 - 400 cu. ft. compressor, 1 - 1-3/4 cu. yd. shovel, 1 - 8-yard track truck and 2 - 7-yard trucks are used. Although the excavation shows a profit to date, a loss will be suffered as only about 15% of the solid has been moved.

Ths loss on this contract will probably amount to about $12,000 upon the completion of the work due entirely to a low bid as the contractor's organization and equipment is good.

E. H. Clymer
Cost Analyst

By . . J. D. Nelson

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FLH 2-E-1

November 9, 1940

Mr. W. H. Lynch
District Engineer
Public Roads Administration
P. O. Box 3900
Portland, Oregon

Dear Sir:

Herewith are enclosed seven copies of estimate as basis for project agreement for the Forest Boundary-Warm Springs River Section, Project No. FLH 2-E (1).

Very truly yours,

R. H. BALDOCK
Chief Engineer

By

S. H. Probert
Office Engineer

Dist. by J. W. Nash/ER

Encl.

Oregon State Highway Department

Federal Lands Highway
Project No. FLH 2-E (1)

FOREST BOUNDARY-WARM SPRINGS RIVER SECTION
OF THE WARM SPRINGS HIGHWAY IN WASCO COUNTY

(Estimate as basis for project agreement. Based on low bid prices.)

Salem, Oregon, November 6, 1940

All Required		Clearing and Grubbing		$ 8,000.00
1,000	sq. ft.	Felling Danger Trees	$ 2.50	2,500.00
550	cu. yds.	Trench Excavation	1.50	825.00
185,000	cu. yds.	Excavation, Single Classif.	.27	49,950.00
41,000	yd. mi.	Truck Haul	.12	4,920.00
6.06	miles	Finishing Roadbed and Slopes	300.00	1,818.00
4,500	lin. ft.	Rounding Cutbanks	.10	450.00
2,350	lin. ft.	18" Concrete Pipe	2.30	5,405.00
130	lin. ft.	18" Extra Strength Concrete Pipe	2.60	338.00
70	lin. ft.	24" Concrete Pipe	3.30	231.00
150	lin. ft.	36" Corr. Iron Pipe	5.20	780.00
90	lin. ft.	60" Corr. Iron Pipe	9.00	810.00
			Subtotal	$ 76,027.00
			10% Engr. & Cont.	7,602.70
			Total	$ 83,629.70

Length	6.062 miles
Cost per mile	$ 13,795.72

FLH Funds- -	$ 64,600.00
State Funds- -	19,029.70
	$ 83,629.70

State Funds for Construction: Chap. 175, laws 1917; Chap. 31, laws 1920; Chap. 529, laws 1939
State Funds for Maintenance: Chap. 529, laws 1939

FORM 9-A-1 7M 11-38
COMMISSIONERS
HENRY F. CABELL, CHAIRMAN, PORTLAND
E. B. ALDRICH, PENDLETON
F. L. TOU VELLE, JACKSONVILLE

H. B. GLAISYER, SECRETARY

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SEP 6 1940
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R. H. BALDOCK
STATE HIGHWAY ENGINEER
SALEM

OREGON STATE HIGHWAY COMMISSION
~~SALEM~~

IN REPLY PLEASE
REFER TO FILE NO.

FLH 2-E-1

Madras, Oregon.
Sept. 3 1940.

Mr. W.H.Lynch
District Engineer
Public Roads Administration
Portland, Oregon

NOTED
Asst. State Highway Engineer

Dear Sir:

Work was started Sept. 3d by The Colonial Construction Company on the The Forest Boundary- Warm Springs River Section of The Warm Springs Highway FLH 2-E(1) Contract No 2357.

Very truly yours,

Resident Engineer

cc Mr. R.H.Baldock
H.G.Smith
W.R.Chandler
S.H.Probert

RECEIVED
AUG 28 1940
FOR FILING

FLH 2-E-1

August 27, 1940

Colonial Construction Co.
W. 326 First Avenue
Spokane, Washington

Gentlemen:

We are sending to you today by express four copies of Contract No. 2357, which was awarded to you on August 22, 1940, by the State Highway Commission, covering 6.06 miles of grading on the Forest Boundary-Warm Springs River Section of the Warm Springs Highway, in Wasco County.

Kindly execute all four copies of this contract as to agreement and bond and return them to this office for approval by the State Highway Commission. When this has been done, a fully executed copy will be returned to you for your records and files. We will also send an executed copy to the surety on your bond.

Your special attention is called to the paragraph under Section 5 (page 14) of the printed General Provisions, relating to the Workmen's Compensation Act. You will be expected to accept the terms of this Act and to carry on your contract work in strict conformance thereto.

Your attention is also called to the paragraph on the mimeographed page immediately preceding the colored pages, relating to payment by the contractor of amounts due hospital associations, et cetera.

Very truly yours,

OREGON STATE HIGHWAY COMMISSION

By

RS

Secretary

NOTED
D. G. DeSart

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AUG 26 1940
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7814 2-E-1

August 24, 1940

Colonial Construction Co.
West 326 First Avenue
Spokane, Washington

Gentlemen

The State Highway Commission on August 22, 1940, awarded you the contract for 6.06 miles grading, on the Forest Boundary-Warm Springs River Section of the Warm Springs Highway, in Wasco County. This award was based on your low bid of $76,027.00, submitted on that date.

Contract forms will be sent to you for execution within the next few days.

Very truly yours,

rs

Secretary

cc - Mr. S. H. Probert
Mr. G. S. Paxson

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FEDERAL WORKS AGENCY
PUBLIC ROADS ADMINISTRATION
DISTRICT ONE

MONTANA
OREGON
WASHINGTON

POST OFFICE BUILDING
PORTLAND, OREGON

FLH - 2 - E - 1

August 22, 1940

Mr. R. H. Baldock
State Highway Engineer
Salem, Oregon

Dear Sir:

This is to confirm our verbal concurrence in award of contract, as of this date, for Oregon Federal Lands Highway Project No. FLH 2-E (1), Forest Boundary-Warm Springs River Section of the Warm Springs Highway, to Colonial Construction Company, Spokane, Washington, who submitted the low bid.

Very truly yours,
W H Lynch
W. H. LYNCH
District Engineer

Ion

RECEIVED
AUG 21 1940
FOR FILING

[illegible]
Projects
[illegible]

August 20, 1940

Mr. E. L. Gates
c/o Associated General Contractors
Multnomah Hotel
Portland, Oregon

Dear Sir:

In accordance with your recent request, we have made a hasty calculation of the acreages in the area which is to be cleared and grubbed on the Forest Boundary-Warm Springs River Grading Project. This calculation indicates the acreages to be approximately as follows:

Station	to	Station	Right of Way (Acres)	Clearing (Acres)	Grubbing (Acres)
358+41.7	to	500+00	49.59	26.5	21.7
500+00	to	560+00	20.66	13.0	13.0
560+00	to	595+00	13.45	7.5	6.6
595+00	to	632+50	15.75	8.7	3.8
632+50	to	665+00	11.33	5.7	4.7
665+00	to	678+50	4.65	2.2	2.2
Net Totals			115.21	63.6	52.0
Allowance			- -	1.4	3.0
Totals			115.21	65.0	55.0

You understand, of course, that your bid for the clearing and grubbing is to be on a lump sum amount regardless of acreage, and that the acreages stated above are not to be binding on the State in any way.

Very truly yours,

R. H. BALDOCK
State Highway Engineer

By

S. H. Probert
Office Engineer

SHP:ER

August 2, 1940

Mr. W. H. Lynch
District Engineer
Public Roads Administration
P. O. Box 3900
Portland, Oregon

Dear Sir:

This letter is to give you our assurance that the State will arrange for the construction of an adequate surfacing on the Forest Boundary-Warm Springs River Section (Project FLH 8-E), when funds are available and when other unconstructed units of the same highway are ready to receive traffic.

Very truly yours,

R. H. Baldock
State Highway Engineer

FEDERAL WORKS AGENCY
PUBLIC ROADS ADMINISTRATION
DISTRICT ONE

MONTANA
OREGON
WASHINGTON

POST OFFICE BUILDING
PORTLAND, OREGON

RECEIVED
[illegible] 1940
STATE HIGHWAY [illegible]

July 31, 1940

Mr. R. H. Baldock
State Highway Engineer
Salem, Oregon

Dear Sir:

P.S.& E. documents for Oregon Federal Lands Highway Project FLH 2-E (1), the Forest Boundary-Warm Springs River Section of the Warm Springs Highway, have today been recommended for approval, subject to final review and approval by the Commissioner of Public Roads. This is your authority to advertise for bids.

Prompt submission of the bid tabulation and agreement estimate will be appreciated.

Very truly yours,

W H Lynch

W. H. LYNCH
District Engineer

FEDERAL WORKS AGENCY
PUBLIC ROADS ADMINISTRATION
DISTRICT ONE

MONTANA
OREGON
WASHINGTON

POST OFFICE BUILDING
PORTLAND, OREGON

July 31, 1940

Mr. R. H. Baldock
State Highway Engineer
Salem, Oregon

Dear Sir:

Reference is made to Mr. Nash's letter of July 29, submitting estimate for proposed Oregon Federal Lands Highway Project FLH 2-E (1), the Forest Boundary-Warm Springs River Section of the Warm Springs Highway.

The program dated June 18, 1940, and signed by the State Highway Commission and the District Engineer of the Public Roads Administration, provides for the above mentioned project and set up for grading and topping $90,000 total cost, of which $64,600 is to come from the 1941 Federal Lands funds which is approximately 50% of the State's apportionment. This program was approved on July 17, 1940.

Nash

The estimate for FLH 2-E (1) provides for the entire cost of $107,140.10 to be FLH funds. We are reducing the Federal funds to $64,600 and willshow the balance as State funds. Please change your records accordingly.

As this project covers grading only, we should have your written assurance that an adequate surfacing will be constructed when funds are available.

Very truly yours,

W H Lynch

W. H. LYNCH
District Engineer

July 29, 1940

Mr. W. H. Lynch
District Engineer
Public Roads Administration
P. O. Box 3900
Portland, Oregon

Dear Sir:

We are enclosing herewith seven copies of estimate and three copies of right of way statement to accompany plans and specifications for the Forest Boundary-Warm Springs River Section, Project No. FLH 2-E (1).

Five bid proposals, five sets of blueprint plans and copies of reports on soil analysis are being sent under separate cover.

The maps submitted with the PS & E papers for Project No. FLH 2-D (1), giving the status of the lands traversed and approval for the right of way, included this section as well.

Very truly yours,

R. H. BALDOCK
State Highway Engineer

By

J. W. Nash
Asst. Office Engineer

JWN:ER

Encl.

Oregon State Highway Department

Federal Lands Highway
Project No. FLH 2-E (1)

FOREST BOUNDARY-WARM SPRINGS RIVER SECTION

OF THE WARM SPRINGS HIGHWAY IN WASCO COUNTY

(Estimate to accompany plans and specifications. Not as basis for project agreement.)

Salem, Oregon, July 29, 1940

All Required		Clearing and Grubbing		$ 17,000.00
1,000	sq. ft.	Falling Danger Trees	$ 2.00	2,000.00
550	cu. yds.	Trench Excavation	1.00	550.00
185,000	cu. yds.	Excavation, Single Classif.	.35	64,750.00
41,000	yd. mi.	Truck Haul	.12	4,920.00
6.06	miles	Finishing Roadbed and Slopes	100.00	606.00
4,500	lin. ft.	Rounding Cutbanks	.10	450.00
2,350	lin. ft.	18" Concrete Pipe	1.75	4,112.50
130	lin. ft.	18" Extra Strength Concrete Pipe	2.00	260.00
70	lin. ft.	24" Concrete Pipe	2.75	192.50
150	lin. ft.	36" Corr. Iron Pipe	5.00	750.00
90	lin. ft.	60" Corr. Iron Pipe	10.00	900.00
			Subtotal	$ 96,491.00
			10% Engr. & Cont.	9,649.10
			Total	$107,140.10

Length	6.062 miles
Cost per mile	$ 17,674.05

FLH Funds Requested- $107,140.10

Oregon State Highway Department

Federal Lands Highway
Project No. FLH 2-E (1)

FOREST BOUNDARY-WARM SPRINGS RIVER SECTION

OF THE WARM SPRINGS HIGHWAY IN WASCO COUNTY

(Estimate to accompany plans and specifications. Not as basis for project agreement.)

Salem, Oregon, July 29, 1940

All Required		Clearing and Grubbing		$ 17,000.00
1,000	sq. ft.	Felling Danger Trees	$ 2.00	2,000.00
550	cu. yds.	Trench Excavation	1.00	550.00
185,000	cu. yds.	Excavation, Single Classif.	.35	64,750.00
41,000	yd. mi.	Truck Haul	.12	4,920.00
6.06	miles	Finishing Roadbed and Slopes	100.00	606.00
4,500	lin. ft.	Rounding Cutbanks	.10	450.00
2,350	lin. ft.	18" Concrete Pipe	1.75	4,112.50
130	lin. ft.	18" Extra Strength Concrete Pipe	2.00	260.00
70	lin. ft.	24" Concrete Pipe	2.75	192.50
150	lin. ft.	36" Corr. Iron Pipe	5.00	750.00
90	lin. ft.	60" Corr. Iron Pipe	10.00	900.00
			Subtotal	$ 96,491.00
			10% Engr. & Cont.	9,649.10
			Total	$107,140.10

Length 6.062 miles
Cost per mile $ 17,674.05

FLH Funds Requested- $107,140.10

COMPARATIVE COST OF 60" CORRUGATED IRON PIPE AND EQUIVALENT CONCRETE BOX CULVERT

1. Estimated Cost of 60" Corr. Iron Pipe per lin. ft. $ 10.00

2. Estimated Cost of Concrete Box Culvert per lin. ft.:

0.44 cu. yd.	Concrete	$ 25.00	$ 11.00	
71 lbs.	Metal Reinforcement	.06	4.26	
				$ 15.26

FOREST BOUNDARY-WARM SPRINGS RIVER SECTION

PROJECT NO. FLH 2-E (1)

All necessary right of way has been acquired for this project.

R. H. BALDOCK
State Highway Engineer

By

J. W. Nash
Asst. Office Engineer

July 29, 1940

CONTRACT# 2358

1-1120 Keating Road-Ruckles Creek Section
Baker-Homestead Highway 1940

#2358

a

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MAY 27 1941
FOR FILING

1-1120

May 27, 1941

Great American Indemnity Co.
Harvey Wells-Reed Insurance Agency
Failing Building
Portland, Oregon

Dear Sirs:

You are hereby notified that State Highway contract No. 2358 for work on the Keating Road-Ruckles Creek Section of the Baker-Homestead Highway in Baker County, has been completed by the contractor, Leonard & Slate, and that final settlement will be made on or after June 6, 1941.

The state is not advised of any unpaid claims for labor or materials, or of the existence of any claims, debts, dues or demands incurred in the performance of such work and remaining unsatisfied, and you are advised that the state assumes no responsibility for any such claims should there be any.

This notice is served upon you since you appear as surety on the bond furnished by the above contractor. Kindly acknowledge receipt of this letter.

For your information we wish to advise that the total amount paid the contractor in connection with this contract will be $50,401.25, including final payment, and that no force account work was performed therein. This contract was completed on April 28, 1941 and accepted on May 9, 1941.

Yours very truly,

STATE HIGHWAY COMMISSION

By

OA

Secretary

NOTED
D. G. DeSart

R.H. Baldock

1-1120

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May 7, 1941

FINAL COST ANALYSIS

~~Keating Road-Ruckles~~ Creek Section
Contract No. 2358

Baker-Homestead Highway
Prefix 1-1120

NOTED
State Highway Engineer

Leonard & Slate, Contractors
Dean Swift, Resident Engineer

Item	Cost	Quantity	Unit Cost	Unit Bid	Gross Revenue
Clearing and Grubbing	$ 560.00	All			$1,000.00
Trench Excavation	444.96	494.4 cu. yd.	0.90	1.00	494.40
Common Excavation	13,542.51	97,443.8 cu. yd.	0.14	0.27	26,309.83
Solid Rock Excavation	7,574.97	33,923 cu. yd.	0.22	0.27	9,159.21
Overhaul	1,777.46	177,746 yd. sta.	0.01	0.01	1,777.46
Truck Haul	3,687.66	24,584.4 yd. mi.	0.15	0.10	2,458.44
Finish Roadbed & Slopes	954.00	4.77 miles	200.00	200.00	954.00
Rounding Cutbanks	981.90	16,365 lin. ft.	0.06	0.07	1,145.55
18" Corr. Iron Pipe	60.20	28 lin. ft.	2.15	2.00	56.00
18" Concrete Pipe	1,795.95	921 lin. ft.	1.95	2.00	1,842.00
24" Concrete Pipe	252.00	90 lin. ft.	2.80	3.00	270.00
24" Extra Str. Conc. Pipe	644.80	208 lin. ft.	3.10	3.30	686.40
Salvaging Culvert Pipe	24.00	24 lin. ft.	1.00	1.00	24.00
*Shoring and Cribbing	102.00	All			100.00
*Structural Excavation	151.37	74.2 cu. yd.	2.04	2.00	148.40
*Treated Lumber	1,317.84	12.92 M-FBM	102.00	100.00	1,292.00
*Class "A" Concrete	1,419.08	55.65 cu. yd.	25.50	25.00	1,391.25
*Concrete Handrail	676.77	132.7 lin. ft.	5.10	5.00	663.50
*Metal Reinforcement	778.10	12,714 lbs.	0.06	0.06	762.84
	$36,745.57				$50,535.28

*Sublet to Snook Bros.

Gross Revenue	$50,535.28
Total Cost	36,745.57
Net Profit	$13,789.71

Net Profit Equals 27.3% of Gross Revenue

Keating Road-Ruckles Creek

Detail of Cost

Labor:

Supervision	$1,112.50	
Labor	8,549.76	
State Industrial Accident Insurance	599.93	
Social Security & Unemployment Insurance	386.49	
		$10,648.48

Materials:

18" Corr. Iron Pipe	28	lin. ft.	at $1.77	49.56	
18" Corr. Iron Pipe Bands	3	each	at 2.57	7.71	
18" Concrete Pipe	921	lin. ft.	at 1.70	1,565.70	
24" Concrete Pipe	90	lin. ft.	at 2.45	220.50	
24" Extra Str. Concrete Pipe	208	lin. ft.	at 2.75	572.00	
					2,415.47

Equipment Rental, Supplies and Miscellaneous

Equipment Rental	13,590.00	
Gas, Oil and Grease	3,100.00	
Explosives	75.00	
Small Tools, Supplies and Miscellaneous	1,350.00	
Overhead Expense	241.51	
Bond 1%	505.35	
Home Office	505.35	
		19,367.21

Subcontract - Snook Bros.

Shoring and Cribbing		100.00	
Structural Excavation	74.2 cu. yd.	148.40	
Treated Lumber	12.92 M-FBM	1,292.00	
Class "A" Concrete	55.65 cu. yd.	1,391.25	
Concrete Handrail	132.7 lin. ft.	663.50	
Metal Reinforcement, 12,714 lbs.		762.84	
Less 1% for Bond		-(43.58)	
			4,314.41

Total Cost $36,745.57

Keating Road-Ruckles Creek

REMARKS:

This contract consisted of the grading of 4.79 miles of roadbed and the construction of a composite pile trestle bridge. It was bid August 3, 1940; work was started September 27 and finished April 28, 1941.

The bridge items were sublet to Snook Bros.

For the grading work the contractor brought in four 95 h.p. cats, four scrapers, a dozer, a ripper, and a No. 12 motor patrol. Of the total excavation quantity of 131,367 cu. yds. about 1,000 cu. yds. required shooting and about 33,000 cu. yds. had to be ripped, while the remainder was of good common quality. Some of the ripped material was of such toughness that two cats were required on the heavy ripper. The total cat payroll time for ripping and moving the excavation material amounted to 4855 hours, or an average of 27 cu. yds. per cat hour.

This job was handled in a very efficient manner. This, plus the fact that there was no traffic interference and that there was very little quantity shot, resulted in a low cost.

E. H. Clymer
Cost Analyst

By . . Henry Jullum

a

Form E-30—Revised—30M—1-40

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1-1120

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OREGON STATE HIGHWAY COMMISSION
INTER-DEPARTMENT CORRESPONDENCE

Baker, Ore.
April 30, 1941

Subject: Work finished, Keating Road - Ruckles Creek

To:

Mr. R.H.Baldock, Hwy. Engr.
State Highway Dept.
Salem, Ore.

NOTED
Asst. State Highway Engineer

Dear Sir:

Work finished April 28th, on Keating Road - Ruckles Creek section of the Baker - Homestead Highway, contract No. 2358.

Very truly yours,

Dean Swift,

Dean Swift, Res. Engr.

cc Mr. H.G.Smith
Mr. W.C.Williams

a

✓

Form E-1—5M—10-40

No. 28

OREGON STATE HIGHWAY COMMISSION

FIELD ENGINEER'S WEEKLY REPORT

FOR CONSTRUCTION PROJECTS ONLY

For Week Ending April 26,1941, 19

Section Keating Road - Ruckles Creek

Kind of work Grading

Highway Baker - Homestead

Section prefix 1-1120

Contractor Leonard and Slate

Contract number 2358

Date of contract Aug. 25,1940, 19

Date of completion June 15,1941, 19

Date work started Sept. 27,1940, 19

Estimated date of completion Apr.30,1941, 19

Amount of contract $51,516

Per cent of time elapsed 85 %

Estimated cost of completed project, exclusive of engineering $50,500

Per cent of contract completed, based on total contract price 99 %

Engineering cost to date, $3000, 6 %

Date project was completed , 19

General information covering progress of work by party and by contractor, important development, instructions to contractors, instructions from Division Engineers, exchanges in personnel of party, etc.:

Two concrete finishers worked all week on the Ruckles Creek bridge, and should finish about Monday of next week.

NOTED
RAY WEBBER

RECEIVED
APR 28 1941
OFFICE OF
CONSTRUCTION ENGINEER

Signed Dean Swift

Address Baker, Ore.

Mail original copy to Salem and duplicate copy to Division Engineer on Saturday of each week, retain triplicate copy for your own file

OTED
SCOY

	GRADING	SURFACING	MAINTENANCE MATERIALS	OIL AND BITUMINOUS MACADAM	PAVING
Miles in project					
Miles partially completed					
Miles completed					
Total estimated quantities					
Estimated quantities moved or placed to date					
Average daily quantities					
Average daily quantities necessary to complete project on time					
Number shifts per day					
Hours per shift					
Average force on project for week					

Percentages of men employed on contract to be secured from:

.... County, ...%; .... County, ...%; .... County, ...%; .... County, ...%

	NUMBER USED AND SECURED FROM					CONTRACTOR'S KEY MEN, ETC.	TOTAL
	COUNTY	COUNTY	COUNTY	COUNTY	OTHER SOURCES		
Men							
Men and teams							
Men and trucks under 3 tons							
Men and trucks over 3 tons							
Men and tractors							

Equipment used during week: Shovels ...., Power graders ...., Rollers ...., Mixers ...., Crushing or screening plants ....,

Compressors ...., Bulldozers ...., Sheet-foot rollers ...., ..., ..., ...

	WEATHER	HRS. DELAY	CAUSE OF DELAY
Sunday			
Monday			
Tuesday			
Wednesday			
Thursday			
Friday			
Saturday			

STATE PRINTING DEPT.

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OREGON STATE HIGHWAY COMMISSION
INTER-DEPARTMENT CORRESPONDENCE

Baker, Ore.
April 14,1941

Subject: Overruns and underruns
Keating Road - Buckles Creek

To: Mr.W.C.Williams, Div. Engr.
State Highway Department,
LaGrande, Oregon.

Dear Sir:

Please find below an explanation of the overruns and underruns on the Keating Road - Buckles Creek section of the Baker - Homestead Highway, as reflected by the semi-final estimate.

(2) TRENCH EXCAVATION

Contract amount	220	Cu. Yds	at 1.00	$220.00	
Final amount	494.4	Cu. Yds	at 1.00	494.40	
Overrun	274.4	Cu. Yds	at 1.00	274.40	+ 125%

Overruns caused by placing the following pipes on less skew than was planned. Stations 534+35 - 24 Yds., 672+16 - 46 Yds., pipe at station 718+53 was not anticipated and amounted to 25 Yds. Irrigation ditch at station 729+53 had to be shifted ahead on line for headroom under a grade change and accounted for 142 yards of the overrun.

(3) COMMON EXCAVATION

Contract amount	62,000	Cu. Yds.	at 0.27	$ 16,740.00	
Final amount	97,443.8	" "	at 0.27	26,309.83	
Overrun	35,443.8	" "	at 0.27	9,569.83	+ 57%

Overrun caused when final classification revealed less soild rock than was anticipated. Note the total common and solid rock are within the 10% limitations for both items.

(4) SOLID ROCK

Contract amount	70,000	Cu. Yds.	at 0.27	$ 18,900.00	
Final amount	33,923	Cu. Yds	at 0.27	9,159.21	
Underrun	36,077	Cu. Yds.	at 0.27	9,740.79	- 57%

Underrun occured when final classification revealed less Soild Rock than was anticipated.

(6) TRUCK HAUL

Contract amount	29,000	Yd. Mi.	at 0.10	$2,900.00	
Final amount	24,584.4	" "	at 0.10	2,458.44	
Underrun	4,415.6	" "	at 0.10	441.56	- 15%

Underrun caused by a slight accumulation of underrun over the entire job, as quantities and haul splits were very close to the original. This slight underrun of the profile quantity plus a 10% allowance on the summary, caused the underrun to be more than the 10% allowed.

Form E-30—Revised—30M—1-40

OREGON STATE HIGHWAY COMMISSION

INTER-DEPARTMENT CORRESPONDENCE

Subject: Overruns and underruns
Keating Road - Buckles Creek

To:

(8) ROUNDING CUTBANKS

Contract amount	20,000 Lin Ft. at 0.07	$1,400.00	
Final amount	16,365 Lin Ft. at 0.07	1,145.55	
Underrun	3.635 Lin. Ft at 0.07	254.45	- 18%

Underrun caused by elimination of rounding due to flattening slopes on a borrow section station 595 to 600, also rounding was estimated on cuts of around one or two feet, especially in mile 14, which were not rounded on construction.

(10) 18" CONCRETE PIPE

Contract amount	1200 Lin Ft. at 2.00	$ 2,400.00	
Final amount	921 Lin. Ft. at 2.00	1,842.00	
Underrun	279 Lin. Ft. at 2.00	558.00	- 23%

Underrun caused by elimination of pipes at stations 567 and 655, also a pipe planned under a road approach at station 500 was not needed. The above changes accounted for 246 Lin. Ft.

(11) 24" CONCRETE PIPE

Contract amount	160 Lin. Ft/ at 3.00	$ 480.00	
Final amount	90 Lin. Ft. at 3.00	270.00	
Underrun	70 Lin. Ft. at 3.00	210.00	- 44 %

Pipe at station 534+35 called for 150 Lin. Ft. this was changed to a right angles, instead of a skew as planned, with a saving of 60 Lin. Ft.

(12) 24" EXTRA STRENGTH CONCRETE PIPE

Contract amount	240 Lin. Ft at 3.30	$ 792.00	
Final amount	208 Lin. Ft at 3.30	686.40	
Underrun	32 Lin. Ft at 3.30	105.60	- 13%

Changing of extra strength pipe at stations 627+16 and 630+60 from a planned skew to a right angle crossing accounts for this underrun.

(13) STRUCTURAL EXCAVATION

Contract amount	90 Cu. Yds at 2.00	$ 180.00	
Final amount	74.2 " " at 2.00	148.40	
Underrun	15.8 " " at 2.00	31.60	- 18%

Shifting of the location of bridge back on line seven feet to better fit the channel caused less excavation on the two center bents.

Form E-30—Revised—30M—1-40

OREGON STATE HIGHWAY COMMISSION

INTER-DEPARTMENT CORRESPONDENCE

Page 3

Subject: Overruns and underruns
Keating Road - Ruckles Creek

To:

(16) STRUCTURAL EXC. BELOW ELEVATION SHOWN

Contract amount	10 Cu. Yds at 3.00 - - - - - - - - - - - -	$ 30.00	
Final amount	00 "	00.00	
Underrun	10 Cu. Yds. at 3.00 - - - - - - - - - - - - -	30.00	- 100%

Excavation was carried to elevations shown only.

Very truly yours,

Dean Swift, Res. Engr.

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NOV 20 1940
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1-1120

November 19, 1940

Union Oil Company
of California
Chronical Bldg.
Spokane, Washington

Gentlemen: Attention: T. J. Fahey

This will acknowledge receipt of your letter of November 18 and advise that Leonard and Slate, whose address is Multnomah, Oregon, have contract No. 2358, for the grading and the construction of one bridge on the Keating Road-Ruckles Creek Section of the Baker-Homestead Highway, in Baker County.

The performance bond, in the amount of $51,818.00, was furnished by the Great American Indemnity Company, for whom Harvey Wells-Reed Insurance Agency, Failing Building, Portland, are resident agents.

The specified date of completion for this project was June 30, 1941.

Very truly yours,

OREGON STATE HIGHWAY COMMISSION

By

DGD:RS Secretary

[illegible]
D. G. D

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1-11 [illegible]

September 11, 1940

LEONARD & SLATE
Multnomah, Oregon

Gentlemen:

We are sending you today by express a fully executed copy of Contract No. 2358 which was awarded to you by the State Highway Commission on August 23, 1940, covering the Keating Road-Ruckles Creek Section of the Baker-Homestead Highway, in Baker County.

This copy is for your records and files. We are also sending an executed copy to the surety on your bond.

Very truly yours,

STATE HIGHWAY COMMISSION
By

Secretary

MBL

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AUG 28 1940
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1-1120

August 27, 1940

Leonard and Slate
Multnomah, Oregon

Gentlemen:

We are sending you today by express four copies of Contract No. 2358 which was awarded to you on August 23, 1940, by the State Highway Commission, covering 4.79 miles grading, and the construction of a bridge on the Keating-Road-Ruckles Creek Section of the Baker-Homestead Highway, in Baker County.

Kindly execute all four copies of this contract as to agreement and bond and return them to this office for approval by the State Highway Commission. When this has been done a fully executed copy will be returned to you for your records and files. We will also send an executed copy to the surety on your bond.

Your special attention is called to the paragraph under Section 5 (page 14) of the printed General Provisions, relating to the Workmen's Compensation Act. You will be expected to accept the terms of this Act and to carry on your contract work in strict conformance thereto.

Your attention is also called to the paragraph on the mimeographed page immediately preceding the colored pages, relating to payment by the contractor of amounts due hospital associations, et cetera.

Very truly yours,

OREGON STATE HIGHWAY COMMISSION

By:

RS

Secretary

NOTED
D. G. DeSart

RECEIVED
AUG 26 1940
FOR FILING

1-1120

August 24, 1940

Leonard & Slate
Multnomah, Oregon

Gentlemen:

The State Highway Commission on August 23, 1940, awarded you the contract for 4.79 miles grading, and construction of bridge, on the Keating Road-Ruckles Creek Section of the Baker-Homestead Highway. This award was based on your low bid of $51,818.00, submitted on that date.

Contract forms will be sent to you for execution within the next few days.

Very truly yours,

Secretary

rs

cc - Mr. S. H. Probert
Mr. G. S. Paxson

CONTRACT# [redacted] 2359

13-4205 Sage Hen Hill-Harney Section
Central Oregon Highway 1940

#2599

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JUN 1 1942
FOR FILING

12-4200

May 29, 1942

Dey, Hampson & Nelson
800 Pacific Building
Portland, Oregon

Gentlemen:

We have the carbon copy of your letter of May 27 to the Honorable Earl Snell, Secretary of State, advising that the claim of the Standard Oil Company of California, in the amount of $647.84, against the bond taken from Chester T. Lackey and the United Pacific Insurance Company, on contract No. 2359, for work on the Sagehen Hill Harney Section of the Central Oregon Highway, has been paid in full.

Thank you for this information.

Very truly yours,

Secretary

DGD:MS

NOTED
D. G. DeSart

May 29, 1942

Honorable Earl Snell
Secretary of State
Salem, Oregon

Dear Sir:

This acknowledges receipt of your letter of May 28, transmitting a copy of the letter from Dey, Hampson & Nelson, advising that the claim of the Standard Oil Company of California, in the amount of $647.84, for material furnished Chester T. Lackey on his contract No. 2359, has been paid in full.

Thank you for this information.

Very truly yours,

Secretary

DGD:BS

NOTED
D. G. DeSart

EARL SNELL
SECRETARY OF STATE
SALEM, OREGON

May 28, 1942

Oregon State Highway Commission
Salem, Oregon

Gentlemen: Attention Mr. H.B.Glaisyer

There is enclosed for your information, a copy of a letter from Dey, Hampson & Nelson advising that the claim by Standard Oil Company of California for $647.84 for work on contract No. 2359, has been satisfied.

Very truly yours,

Earl Snell
Secretary of State

S:FO
enc. 1

REFERRED TO [illegible]
BY SECRETARY

Usual 2359 [illegible]
note on card

DEY, HAMPSON & NELSON
ATTORNEYS AT LAW
800 PACIFIC BUILDING
PORTLAND, OREGON

ALFRED A. HAMPSON
PAUL P. FARRENS
CLARENCE J. YOUNG
ANDREW KOERNER
HERBERT L. SWETT
FRANK C. MC COLLOCH
RICHARD R. MORRIS
JAMES C. DEZENDORF
ROSCOE C. NELSON, JR.
ALFRED H. CORBETT
JOHN GORDON GEARIN
JACK M. MC LAUGHLIN

May 27, 1942.

Honorable Earl Snell,
Secretary of State,
Salem, Oregon.

Dear Sir:

On February 11, 1942, we filed with you on behalf of the Standard Oil Company of California a notice of its claim in the sum of $647.84 against the bond taken from Chester T. Lackey, principal, and United Pacific Insurance Company, surety, for work on the Sage Hen Hill-Harney Section of the Central Oregon Highway, Contract No. 2359.

Please be advised that this claim has been paid in full and we accordingly request that you withdraw the notice from your files and advise the surety to that effect.

Thanking you, we are

Very truly yours,

(Signed) DEY, HAMPSON & NELSON

14/9

cc State Highway Commission
Salem, Oregon

W Dart
for release [illegible]
& [illegible]
[illegible]

COPY

DEY, HAMPSON & NELSON
Attorneys at Law
800 Pacific Bldg.
Portland, Oregon

May 27, 1942

Honorable Earl Snell,
Secretary of State,
Salem, Oregon.

Dear Sir:

On February 11, 1942, we filed with you on behalf of the Standard Oil Company of California a notice of its claim in the sum of $647.84 against the bond taken from Chester T. Lackey, principal, and United Pacific Insurance Company, surety, for work on the Sage Hen Hill-Harney Section of the Central Oregon Highway, Contract No. 2359.

Please be advised that this claim has been paid in full and we accordingly request that you withdraw the notice from your files and advise the surety to that effect.

Thanking you, we are

Very truly yours,

DEY, HAMPSON & NELSON

14/9

cc State Highway Commission
Salem, Oregon

RECEIVED
FEB 24 1942
FOR FILING

13-4205

February 21, 1942

Shell Oil Company, Inc.
1220 S. W. Morrison Street
Portland, Oregon

Attention: Frank J. Hurner, Division Credit Mgr.

Gentlemen:

In reply to your inquiry of February 17, you are advised that Contract No. 2359, with Chester T. Lackey, was completed on September 20, 1941, and was accepted by the State Highway Commission on November 6, 1941.

Very truly yours,
STATE HIGHWAY COMMISSION

By

Secretary

[illegible]

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FOR FILING

13-4 [illegible]

February 13, 1942

United Pacific Insurance Co.
Exchange Building
Seattle, Washington

Gentlemen:

Attached hereto is a copy of a claim, in the amount of $647.84, which has been filed in the office of the Secretary of State by the Standard Oil Company of California against the bond taken from Chester T. Lackey in connection with state highway contract No. 2359, which is for furnishing crushed rock in stock piles on the Sagehen Hill-Harney Section of the Central Oregon Highway, in Harney County.

This information is given you inasmuch as you appear surety on the bond furnished by Mr. Lackey in connection with this contract.

Very truly yours,
STATE HIGHWAY COMMISSION

By

Secretary

AM

cc - Chester T. Lackey
Box 60
Ontario, Oregon

NOTED
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February 13, 1942

Day, Hampson & Nelson
Attorneys at Law
800 Pacific Building
Portland, Oregon

Gentlemen:

This acknowledges receipt of your letter of February 10, 1942, advising that a claim has been filed through the office of the Secretary of State by the Standard Oil Company against the bond taken from Chester T. Lackey in connection with state highway contract No. 2359, Sagehen Hill-Harney Section of the Central Oregon Highway, in Harney County.

In accordance with our usual practice, we are today bringing this claim to the attention of the surety company and the contractor.

Very truly yours,
STATE HIGHWAY COMMISSION

By

Secretary

AM

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February 13, 1942

Honorable Earl Snell
Secretary of State
CAPITOL

Dear Sir:

This acknowledges receipt of your letter of February 11, 1942, with copies inclosed of a claim, in the amount of $647.84, against the bond taken from Chester T. Lackey in connection with state highway contract No. 2359, Sagehen Hill-Harney Section of the Central Oregon Highway, in Harney County.

In accordance with our usual practice, we are today notifying the bonding company and the contractor that the claim has been filed.

Very truly yours,
STATE HIGHWAY COMMISSION

By

Secretary

AM

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EARL SNELL
SECRETARY OF STATE
SALEM, OREGON

RECEIVED
FEB 13 1942
[illegible] COMMISSION

February 11, 1942

Oregon State Highway Commission
Salem, Oregon

Gentlemen: Attention Mr. H. B. Glaisyer

There are enclosed for your information and files, three copies of a notice of claim by Standard Oil Company of California for $647.84 against the bond taken from Chester V. Lackey, principal, and United Pacific Insurance Company, surety, for work on contract No. 2359, which was received and filed today. Dey, Hampson & Nelson are the attorneys.

Please acknowledge receipt of the copies.

Very truly yours,

Earl Snell
Secretary of State

[illegible]
encl. 3

STATE OF OREGON
SECRETARY OF STATE THEREOF, and the
STATE HIGHWAY COMMISSION.

NOTICE is hereby given that the undersigned, STANDARD OIL COMPANY OF CALIFORNIA, a corporation, has a claim for goods, wares and merchandise, consisting of petroleum products, in the sum of $647.84 against the bond taken from Chester T. Lackey, principal, and United Pacific Insurance Company, surety, for the work of producing and furnishing crushed rock on the Sage Hen Hill-Harney Section of the Central Oregon Highway, in Harney County, Oregon, Oregon State Highway contract No. 2359.

DATED at Portland, Oregon, February 9, 1942.

STANDARD OIL COMPANY OF CALIFORNIA

By E. V. [illegible]
District Sales Manager
at Portland, Oregon

DEY, HAMPSON & NELSON
ATTORNEYS AT LAW
800 PACIFIC BUILDING
PORTLAND, OREGON

ALFRED A. HAMPSON
PAUL P. FARRENS
CLARENCE J. YOUNG
ANDREW KOERNER
HERBERT L. SWETT
FRANK C. McCOLLOCH
RICHARD R. MORRIS
JAMES C. DEZENDORF
ROSCOE C. NELSON, JR.
ALFRED H. CORBETT
JOHN GORDON GEARIN
JACK M. McLAUGHLIN

February 10, 1942.

RECEIVED
FEB 11 1942
STATE HIGHWAY COMMISSION

State Highway Commission,
Salem, Oregon

Gentlemen:

We are enclosing herewith copy of letter which we have today written Hon. Earl Snell, Secretary of State, together with a copy of the notice therein mentioned relating to the claim of the Standard Oil Company against the bond taken from Chester T. Lackey, principal, and United Pacific Insurance Company, surety, in connection with State Highway Contract No. 2359.

Very truly yours,

Dey, Hampson Nelson

14/9

Enclosure

REFERRED TO [illegible]
BY SECRETARY

[illegible]

STATE OF OREGON,
SECRETARY OF STATE THEREOF, and the
STATE HIGHWAY COMMISSION.

NOTICE is hereby given that the undersigned, STANDARD OIL COMPANY OF CALIFORNIA, a corporation, has a claim for goods, wares and merchandise, consisting of petroleum products, in the sum of $647.84 against the bond taken from Chester T. Lackey, principal, and United Pacific Insurance Company, surety, for the work of producing and furnishing crushed rock on the Sage Hen Hill-Harney Section of the Central Oregon Highway, in Harney County, Oregon, Oregon State Highway Contract No. 2359.

DATED at Portland, Oregon, February 9, 1942.

STANDARD OIL COMPANY OF CALIFORNIA

By E. V. Burns
District Sales Manager
at Portland, Oregon.

DEY, HAMPSON & NELSON
ATTORNEYS AT LAW
800 PACIFIC BUILDING
PORTLAND, OREGON

ALFRED A. HAMPSON
PAUL P. FARRENS
CLARENCE J. YOUNG
ANDREW KOERNER
HERBERT L. SWETT
FRANK C. McCOLLOCH
RICHARD R. MORRIS
JAMES C. DEZENDORF
ROSCOE C. NELSON, JR.
RICHARD B. MAXWELL
ALFRED H. CORBETT

February 10, 1942

Hon. Earl Snell,
Secretary of State,
Salem, Oregon.

Dear Sir:

We enclose herewith notice of claim of the Standard Oil Company of California against the bond taken from Chester T. Lackey, principal, and United Pacific Insurance Company, surety, in connection with the work of producing and furnishing the crushed rock on the Sage Hen Hill-Harney Section of the Central Oregon Highway in Harney County, Oregon, Oregon State Highway Contract No. 2359.

Will you please place this claim on file, as provided by Section 98-101 O.C.L.A. and let us know when that has been done.

Very truly yours,

(Signed) DEY, HAMPSON & NELSON

14/9

Enclosure

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13-4[illegible]

February 6, 1942

Mr. Chester T. Lackey
Ontario, Oregon

Dear Sir:

The State Highway Commission, at its meeting on November 6, 1941, granted you the extension of time requested, from June 15 to September 20, 1941, without penalty, in connection with state highway contract No. 2359, for furnishing crushed rock in stock piles for the Sagehen Hill-Harney County Line Section of the Central Oregon Highway, in Harney County.

Very truly yours,
STATE HIGHWAY COMMISSION

By

Secretary

AH
cc - Mr. Paul Van Scoy

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FOR FILING

13-421

R

January 16, 1942

Standard Oil Company of California
Old National Bank Building
Spokane, Washington

Gentlemen: Atten. A. H. Crawford, Credit Division

In accordance with your letter of January 15 you are advised that Mr. Chester T. Lackey's contract No. 2359, for production of crushed rock on the Sage Hen Hill-Harney Section of the Central Oregon Highway, in Harney County, was completed September 20, 1941, and accepted by the Highway Commission November 6, 1941.

Final payment thereon was made the latter part of November, 1941.

Very truly yours,

OREGON STATE HIGHWAY COMMISSION

By

Secretary

DGD:RS

NOTED
D. DeSart

STANDARD OIL COMPANY OF CALIFORNIA

MARKETING DEPARTMENT
R. T. VIVIAN
DISTRICT SALES MANAGER
E. W. HOLSTAD
A. E. EDWARDS
ASSISTANT DISTRICT SALES MANAGERS

OFFICE
OLD NATIONAL BANK BLDG.
NORTH 110 STEVENS STREET
P. O. BOX 1495

SPOKANE, WASH.

January 15, 1942

CHESTER T. LACKEY
Job No. 2359

Oregon State Highway Commission
Salem,
Oregon

Gentlemen: Attention - Mr. H. B. Glaisyer, Secretary

Will you please inform us whether or not the work done by Mr. Chester T. Lackey on his contract No. 2359, has now been accepted by your Commission. If accepted, we would also like to know the date of acceptance.

The courtesy of an early reply will be appreciated.

Very truly yours,

STANDARD OIL COMPANY OF CALIFORNIA
R.T.Vivian-District Sales Manager

By: A W Crawford
Credit Division

AHC:SS

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FOR FILING

13-4205

November 15, 1941

United Pacific Insurance Company
Exchange Building
Seattle, Washington

Gentlemen:

You are hereby notified that state highway contract No. 2359 for the Sage Hen Hill-Harney Rock Production Project on the Central Oregon Highway, in Harney County, has been completed by the contractor, Chester T. Lackey, and that final settlement will be made on or after November 25, 1941.

The state is not advised of any unpaid claims for labor or materials, or of the existence of any claims, debts, dues, or demands incurred in the performance of such work and remaining unsatisfied, and you are advised that the state assumes no responsibility for any such claims should there by any.

This notice is served upon you since you appear as surety on the bond furnished by the above contractor. Kindly acknowledge receipt of this letter.

For your information we wish to advise that the total amount paid the contractor in connection with this contract will be $19,008.17, including final payment, and that no force account work was performed therein. This contract was completed on September 20, 1941, and accepted by the Commission November 6, 1941.

Very truly yours,
STATE HIGHWAY COMMISSION

By

Secretary

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D. DeSart

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13-4205

September 23, 1941

Mr. Robert Neilson, Jr.
Assistant Manager, Ontario Branch,
The U. S. National Bank of Portland
Ontario, Oregon

Dear Mr. Neilson:

I wish to acknowledge receipt of your letter of September 17 inclosing three copies each of assignments, as follows, for Chester T. Lackey:

> Assignment to The United States National Bank of Portland, Ontario Branch, of all monies due or to become due Chester T. Lackey in connection with his contract with the State Highway Commission, Contract No. 2359, for furnishing rock in stock piles on the Segehen Hill-Harney Section of the Central Oregon Highway, in Harney County;
>
> Assignment to The United States National Bank of Portland, Ontario Branch, of all monies due or to become due Mr. Lackey in connection with his contract No. 2400 with the State Highway Commission for furnishing gravel in stock piles on the Cairo Junction-Adrian Section of State Highways, in Malheur County.

I also acknowledge two copies of assignment by Chester T Lackey of $948.48, representing semi-final estimate No. 6 in connection with state highway contract No. 2359, described above.

I wish also to acknowledge receipt of consent of surety to the above assignments.

These assignments since they bear the approval of Mr. Lackey's surety will be honored by the State Highway Commission subject, however, to the prior rights of state and the prior rights of labor and materialmen in and to the funds, and subject to the provisions of Section 100-119, O. C. L. A.

REFERRED TO
DeHart
BY SECRETARY

NOTED
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I am bringing these assignments to the attention of our auditor with a request that he honor them when making further payments to Mr. Lackey in connection with these jobs.

Very truly yours,

HDG:AM Secretary

cc - Mr. Chester T. Lackey
Ontario

cc - Auditor

HEAD OFFICE

ESTABLISHED 1891

THE UNITED STATES NATIONAL BANK
OF PORTLAND, OREGON

CABLE ADDRESS:
"UNITBANK"

ONTARIO BRANCH
ONTARIO, OREGON

RECEIVED
SEP 19 1941
STATE HIGHWAY COMMISSION

September 17, 1941

Mr. H. B. Glaisyer, Secretary
Oregon State Highway Commission
Salem, Oregon

Dear Mr. Glaisyer:

We are enclosing herewith assignments in triplicate executed by Chester T. Lackey covering Contracts Nos. 2359 and 2400, covering funds to become due him from the Highway Commission, together with letters of consent signed by the United Pacific Insurance Company with reference to each one of the above contracts.

We will appreciate it if you will either acknowledge the assignments on the triplicate copy of the enclosed assignments and return it to us, or let us have your letter to the effect that the proceeds coming from the above contracts will be paid to us when available.

Please accept our sincere thanks for your cooperation in connection with this account.

Yours very truly,

Rob't Neilson Jr

Rob't. Neilson, Jr.
Assistant Manager

RN:PIM
encls/10

ACKNOWLEDGED
H. B. GLAISYER

September 11, 1941

Mr. Jae F. Dyer, Manager
United States National Bank of Portland
Ontario Branch
Ontario, Oregon

Dear Mr. Dyer:

Responding to your request of September 5, I am enclosing four copies, each, of Assignment of Claim forms covering assignment by Mr. Chester T. Lackey of all monies due or to become due him from the State Highway Commission in connection with contracts Nos. 2359 and 2400. If you will have all these copies signed by Mr. Lackey and return at least two copies of each to me, together with a letter from the bonding company consenting to the assignment without prejudice to the bond, we will be pleased to honor them. This procedure is necessary, notwithstanding the letter from Mr. Thomas G. Hammond, Vice President of the United Pacific Insurance Company, Seattle, Washington. The information given you by Mr. Hammond may be the true state of facts so far as the State of Washington is concerned, but it does not hold true in the State of Oregon. Mr. Hammond states in his letter that the retained percentages are not assignable. That statement is incorrect so far as we are concerned, inasmuch as we do assign the retained percentages the same as other payments. In fact, the retained percentages are included in our final payment of the contract.

In line with that thought, we have prepared the assignment forms to cover all monies due or to become due. It is imperative, however, that we have a letter from the bonding company consenting to the assignment without prejudice to the bond. We cannot honor the assignment without such consent.

I am informed by our auditor that semi-final payment in connection with contract No. 2359 is now being executed,

NOTED

and that a voucher in the amount of $948.48 covering such payment has already been sent to Mr. Lackey for acceptance. Assuming that it is Mr. Lackey's desire to assign this payment, we have prepared an assignment form covering the same. This form is enclosed in duplicate. Kindly have Mr. Lackey sign both copies and return both to this office. It will not be necessary to have the bonding company consent to this particular assignment, if it will consent to the blanket assignment covering all monies due or to become due in connection with this job.

In order to avoid any delay in making future payments on both of these jobs, we will appreciate it if you will have these assignments executed and return at the earliest possible time. You should, also, furnish us with the consent of the surety on the blanket assignments.

Very truly yours,

Secretary

HBG/mm

STATE OF OREGON—HIGHWAY DEPARTMENT

ASSIGNMENT OF CLAIM

FOR THE CONSIDERATION OF One and no/100 -

($1.00) Dollars, to me paid, I, Chester T. Lackey hereby sell, assign and transfer the within claim for all monies due or to become due me from the State of Oregon in connection with Contract No. 2400 for furnishing 7,300 c.y. cr. gravel in stockpiles on Cairo Junction-Adrian Section on State Highways in Malheur County, Oregon.

to U.S.National Bank of Portland, Ontario Branch, Ontario, Oregon and authorize and empower said - - - - - - - - - to act as agent for me and in my name, place and stead, to verify said claim and to sign, receipt for and receive any warrant which may hereafter be drawn on the Treasurer of the State of Oregon or the various counties within said State of Oregon in payment of said claim, and to indorse said warrant for payment by said Treasurer; provided, however, that nothing herein shall in any manner supersede or defeat the state's prior and superior claim and interest in and to said funds, nor shall this assignment in any manner vest in the assignee any interest in said funds prejudicial to the interest and claims for labor or material.

Witness my hand this .... day of ...., 193........

Executed in the presence of us as witnesses:

....

....

STATE PRINTING DEPT.

Chester T. Lackey of Ontario, Oregon, and stated that you would be willing to honor an assignment of estimates owed to Mr. Lackey if consented to by the surety on the bond furnished by Mr. Lackey.

A letter is enclosed from the United Pacific Insurance Company of Seattle, Washington, addressed to Mr. Earl Blackaby, local representative of the Insurance Company, in which they grant permission that Mr. Lackey execute an assignment on State Contracts No. 2359 and 2400.

You stated that you had a standard form of assignment and would be glad to have one prepared in conformance with our wishes if we would advise the details.

We are willing to extend credit to Mr. Lackey and he is willing to execute assignments of the two contracts mentioned above, which jobs, we understand, have been completed and according to the bonding company, he may assign all funds with the exception of the retained percentages.

We will appreciate it very much if you will prepare proper assignments upon your forms and forward direct to this bank, at which time we will secure Mr. Lackey's signature. It will also be appreciated if you will ad-

ANSWERED
H. B. GLAISYER

ST[illegible]E OF OREGON—HIGHWAY DEPA[illegible]ENT

ASSIGNMENT OF CLAIM

FOR THE CONSIDERATION OF One and no/100 -

($ 1.00) Dollars, to me paid, I, Chester T. Lackey hereby sell, assign and transfer the within claim for all monies due or to become due me from the State of Oregon in connection with Contract No. 2359 for furnishing 9,700 c.y. cr. rock in stockpiles on Sage Hen Hill-Harney Section of Central Oregon Highway in Harney County, Oregon. to U.S. National Bank of Portland, Ontario Branch, Ontario, Oregon and authorize and empower said " " " " " " " " " to act as agent for me and in my name, place and stead, to verify said claim and to sign, receipt for and receive any warrant which may hereafter be drawn on the Treasurer of the State of Oregon or the various counties within said State of Oregon in payment of said claim, and to indorse said warrant for payment by said Treasurer; provided, however, that nothing herein shall in any manner supersede or defeat the state's prior and superior claim and interest in and to said funds, nor shall this assignment in any manner vest in the assignee any interest in said funds prejudicial to the interest and claims for labor or material.

Witness my hand this .... day of ...., 193.......

Executed in the presence of us as witnesses:

....

....

STATE PRINTING DEPT.

Chester T. Lackey of Ontario, Oregon, and stated that you would be willing to honor an assignment of estimates owed to Mr. Lackey if consented to by the surety on the bond furnished by Mr. Lackey.

A letter is enclosed from the United Pacific Insurance Company of Seattle, Washington, addressed to Mr. Earl Blackaby, local representative of the Insurance Company, in which they grant permission that Mr. Lackey execute an assignment on State Contracts No. 2359 and 2400.

You stated that you had a standard form of assignment and would be glad to have one prepared in conformance with our wishes if we would advise the details.

We are willing to extend credit to Mr. Lackey and he is willing to execute assignments of the two contracts mentioned above, which jobs, we understand, have been completed and according to the bonding company, he may assign all funds with the exception of the retained percentages.

We will appreciate it very much if you will prepare proper assignments upon your forms and forward direct to this bank, at which time we will secure Mr. Lackey's signature. It will also be appreciated if you will ad-

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H. B. [illegible]STER

HEAD OFFICE

ESTABLISHED 1891

THE UNITED STATES NATIONAL BANK

OF PORTLAND, OREGON

CABLE ADDRESS.
"UNITBANK"

ONTARIO BRANCH
ONTARIO, OREGON

September 5, 1941

Oregon State Highway Commission
Salem, Oregon

Attention: H. B. Glaisyer, Secretary

Gentlemen:

On July 28th, 1941, you wrote to us in answer to our letter of July 25th, giving us information regarding Chester T. Lackey of Ontario, Oregon, and stated that you would be willing to honor an assignment of estimates owed to Mr. Lackey if consented to by the surety on the bond furnished by Mr. Lackey.

A letter is enclosed from the United Pacific Insurance Company of Seattle, Washington, addressed to Mr. Earl Blackaby, local representative of the Insurance Company, in which they grant permission that Mr. Lackey execute an assignment on State Contracts No. 2359 and 2400.

You stated that you had a standard form of assignment and would be glad to have one prepared in conformance with our wishes if we would advise the details.

We are willing to extend credit to Mr. Lackey and he is willing to execute assignments of the two contracts mentioned above, which jobs, we understand, have been completed and according to the bonding company, he may assign all funds with the exception of the retained percentages.

We will appreciate it very much if you will prepare proper assignments upon your forms and forward direct to this bank, at which time we will secure Mr. Lackey's signature. It will also be appreciated if you will ad-

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H. B. [illegible]SYER

vise the correct amount provided for under the assignments, as Mr. Lackey states that under both contracts additional work was awarded to him after the original contract was first executed.

Yours very truly,

Joe F. Dyer
Manager

JFD:PDM

UNITED PACIFIC
Insurance Company
EXCHANGE BUILDING
SEATTLE, WASHINGTON

THOMAS G. HAMMOND
Vice-President

September 2, 1941

Mr. Earl Blackaby
Ontario, Oregon

Dear Earl:

Re: Chester T. Lackey

We have your letter of August 27 advising that Mr. Lackey is running short of funds because of failure to receive monies due him from the Oregon State Highway Commission on State Contracts No. 2359 and 2400.

You advised that the bank is willing to extend him further credit but that it desires an assignment from Mr. Lackey of the balances due on these two contracts.

You asked that we write the Highway Commission, or Mr. Lackey, giving our consent to the assignment of the balances due on these two contracts. We do not find anything in the state's form of contract which provides for the consent of the surety on assignments; consequently we believe that Mr. Lackey is free to make an assignment of estimates due him from the state without our consent. He could not, however, assign the retained percentages on these jobs because the retained percentage is held in trust for the benefit of creditors and is not released until thirty days after the acceptance of the job, within which time claims for material and labor may be filed.

This retained percentage is not assignable but we believe that the estimates, including the final estimate, are assignable; consequently we suggest that you have him make the necessary assignments to the bank on the estimates due from the state, and we believe that the state will recognize the same. If, however, our consent is required by the state before such assignments are accepted, we will be glad to issue our consent thereto.

Yours very truly,

Thomas G. Hammond

Thomas G. Hammond, Vice President

TGH:km

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13-4205

September 18, 1941

Shell Oil Company
1220 S. W. Morrison St.
Portland, Oregon

Gentlemen:

This will acknowledge receipt of your letter of August 26 and advise that contract No. 2359, with Chester T. Lackey, for production of crushed rock on the Sagehen Hill-Harney Section of the Central Oregon Highway, was completed July 23 but has not yet been accepted by the Commission.

There has been paid $18,143.85 and we are holding a retained percentage of $750.00, which cannot be released until the contract is accepted.

Very truly yours,

OREGON STATE HIGHWAY COMMISSION

By

Secretary

DOD:RS

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D. D. Hart

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FOR FILING

13-4285

September 17, 1941

Standard Oil Company of California
Old National Bank Building
Spokane, Washington

Gentlemen:

This will acknowledge receipt of your letter of September 16 and advise that contract No. 2359 with Chester T. Lackey, for the production of crushed rock on the Sage Hen Hill-Harney Section of the Central Oregon Highway, was completed July 23, 1941, and has not yet been accepted by the Commission.

Very truly yours,

OREGON STATE HIGHWAY COMMISSION

By

Secretary

DGD:RS

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SEP 17 1941
OREGON
HIGHWAY COMMISSION

STANDARD OIL COMPANY OF CALIFORNIA

MARKETING DEPARTMENT
R. T. VIVIAN
DISTRICT SALES MANAGER
C. C. CARPENTER
E. W. HOLSTAD
ASSISTANT DISTRICT SALES MANAGERS

OFFICE
OLD NATIONAL BANK BLDG.
110 NORTH STEVENS STREET
P. O. BOX 1495

SPOKANE, WASH.

/ September 16, 1941

RE: MR. CHESTER T. LACKEY
Contract No. 2359

Oregon State Highway Commission
Salem,
Oregon

Attention - Mr. H. B. Glaisyer, Secretary

Gentlemen:

Will you kindly inform us whether or not work has now been completed on the contract awarded to Mr. Chester T. Lackey, under job No. 2359?

If the work has been finished, will you also kindly let us know the dates of completion and acceptance? The courtesy of an early reply will be greatly appreciated, and a self-addressed envelope is enclosed for your convenience.

Very truly yours,

STANDARD OIL COMPANY OF CALIFORNIA
R.T.Vivian-District Sales Manager

By:
Credit Division

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FOR FILING

13-4265

September 11, 1941

United Pacific Insurance Company
Exchange Building
Seattle, Washington

Gentlemen:

You are advised that it is the intention of the State Highway Commission to make semi-final payment to Chester T. Lackey, Box 60 Ontario, Oregon, on Contract No. 2399, Sage Hen Hill-Harney Section of the Central Oregon Highway in Harney County. This payment in the amount of $948.48 will be made on or after September 22, 1941. The retained percentage is $750.00.

The state is not advised of any unpaid claims for labor or materials, or of the existence of any claims, debts, dues, or demands incurred in the performance of such work and remaining unsatisfied, and you are advised that the state assumes no responsibility for any such claims should there be any.

Kindly acknowledge receipt of this letter.

Yours very truly,

OA

Secretary

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August 6, 1941

Standard Oil Company of California
Old National Bank Building
Spokane, Washington

Gentlemen:

This will acknowledge receipt of your letter of August 5 and advise that Chester T. Lackey's contract No. 2359, for furnishing crushed rock on the Sage Hen Hill-Harney Section of the Central Oregon Highway, in Harney County, has not yet been completed.

Very truly yours,

OREGON STATE HIGHWAY COMMISSION

By

Secretary

DGD:RS

NOTED
D. . DeSart

STANDARD OIL COMPANY OF CALIFORNIA

MARKETING DEPARTMENT
R. T. VIVIAN
DISTRICT SALES MANAGER
C. C. CARPENTER
E. W. HOLSTAD
ASSISTANT DISTRICT SALES MANAGERS

OFFICE
OLD NATIONAL BANK BLDG.
110 NORTH STEVENS STREET
P. O. BOX 1495

SPOKANE, WASH.

August 5, 1941

RE: CHESTER T. LACKEY
Job No. 2359

Oregon State Highway Commission
Salem, Oregon

Gentlemen:

Attention - Mr. H. B. Glaisyer
Secretary

Will you please let us know if work has now been completed by Mr. Chester T. Lackey on his State Contract No. 2359, for the production of crushed rock on the Sage Hen Hill-Harney Section of the Central Oregon Highway, in Harney County.

If the job has now been completed, will you please advise the dates of completion and acceptance by your office?

The courtesy of an early reply will be appreciated and a self-addressed envelope is enclosed for your convenience.

Very truly yours,

STANDARD OIL COMPANY OF CALIFORNIA
R.T.Vivian-District Sales Manager

By: A H Crawford
Credit Division

AHC:SS

REFERRED TO [illegible]
BY SECRETARY

prepare reply

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JUN 23 1941
FOR FILING

12-4305

June 21, 1941

Standard Oil Company of California
Spokane, Washington

Gentlemen: Attention: A. H. Crawford

In accordance with your letter of June 16 this will advise that Mr. Chester T. Lackey's contract No. 2359, for the production of crushed rock on the Sage Hen Hill-Harney Section of the Central Oregon Highway, in Harney County, is probably completed at this time, but we have not as yet had word from the field to that effect.

The last estimate paid to Mr. Lackey was Estimate No. 5, for work done to April 10, making his total payments to that date $17,195.37. In addition to this amount we are retaining $1,412.63.

Very truly yours,

OREGON STATE HIGHWAY COMMISSION

By

Secretary

DGD:RS

STANDARD OIL COMPANY OF CALIFORNIA

MARKETING DEPARTMENT
R. T. VIVIAN
DISTRICT SALES MANAGER
C. C. CARPENTER
E. W. HOLSTAD
ASSISTANT DISTRICT SALES MANAGERS

OFFICE
OLD NATIONAL BANK BLDG.
110 NORTH STEVENS STREET
P. O. BOX 1495

SPOKANE, WASH.

June 16, 1 9 4 1

RECEIVED
17 1941
STATE HIG

MR. CHESTER T. LACKEY
Contract No. 2359

Oregon State Highway
Commission
State of Oregon
Salem, Oregon

Attention - Mr. H. B. Glaisyer, Secy.

Dear Mr. Glaisyer:

We would appreciate knowing whether or not Mr. Chester T. Lackey's contract No. 2359, for production of rock on the Sage Hen Hill-Harney Section of the Central Oregon Highway, in Harney County, has now been completed.

It was our understanding from your letter of February 1, 1941, that this job would be completed by approximately June 15th.

The courtesy of an early reply will be sincerely appreciated.

Very truly yours,

STANDARD OIL COMPANY OF CALIFORNIA
R.T.Vivian-District Sales Manager

By: Credit Division

AHC:SS

REFERRED
BY SECRE

Depart
prepare ack

Form E-1—3M—10-40

✓

OREGON STATE HIGHWAY COMMISSION

FIELD ENGINEER'S WEEKLY REPORT No. 27

FOR CONSTRUCTION PROJECTS ONLY

		For Week Ending	April 26, 1941
Section	Sage Hen Hill-Harney	*Kind of work*	Rock Production.
Highway	Central Oregon	*Section prefix*	13-4205
Contractor	Chester T. Lackey	*Contract number*	2359.
Date of contract	August 23, 1940	*Date of completion*	June 15, 1941
Date work started	September 23, 1940	*Estimated date of completion*	June 15, 1941
Amount of contract	$ 18,835.00	*Per cent of time elapsed*	83.1 %

Estimated cost of completed project, exclusive of engineering $ 19,588.40

Per cent of contract completed, based on total contract price 98 %

Engineering cost to date, $ 1,240.00, %

Date project was completed , 19

General information covering progress of work by party and by contractor, important development, instructions to contractors, instructions from Division Engineers, exchanges in personnel of party, etc.:

During the week a crew of 4 men with two trucks and loader were engaged in moving crushed rock from the Stock pile at M.P. 128.56 to the Stock pile at M.P. 134.54 and M.P. 137.73. On Thursday this crew was reduced to 2 men, one truck and one loader. This work should be completed by the end of next week.

On Friday of this week a load of posts was delivered to the project, and fencing will probably be started some time next week.

NOTED
RAY WEBBER

RECEIVED
APR 28 1941
OFFICE OF
CONSTRU [illegible] ENGINEER

NOTED
VAN [illegible]

Signed C.C. Slavens.

Address Box 237. Prairie City, Oregon

Mail original copy to Salem and duplicate copy to Division Engineer on Saturday of each week, retain triplicate copy for your own file

	GRADING	SURFACING	MAINTENANCE MATERIALS	OIL AND BITUMINOUS MACADAM	PAVING
Miles in project			28.7		
Miles partially completed			28.7		
Miles completed			None		
Total estimated quantities			9,700 C.Y		
Estimated quantities moved or placed to date			9,700 C.Y		
Average daily quantities			0		
Average daily quantities necessary to complete project on time			0		
Number shifts per day			2		
Hours per shift			8		
Average force on project for week			4		

Percentages of men employed on contract to be secured from:

.... County, ...%; .... County, ...%; .... County, ...%; .... County, ...%

	NUMBER USED AND SECURED FROM					CONTRACTOR'S KEY MEN, ETC.	TOTAL
	COUNTY	COUNTY	COUNTY	COUNTY	OTHER SOURCES		
Men							
Men and teams							
Men and trucks under 3 tons							
Men and trucks over 3 tons							
Men and tractors							

Equipment used during week: Shovels ...., Power graders ...., Rollers ...., Mixers ...., Crushing or screening plants ....,

Compressors ...., Bulldozers ...., Sheet-foot rollers ...., $1\frac{1}{2}$ Ton Trucks 2, Loader 1........, ...

	WEATHER	HRS. DELAY	CAUSE OF DELAY
Sunday	Clear	None	
Monday	"	"	
Tuesday	"	"	
Wednesday	"	"	
Thursday	"	"	Crew reduced to 2 men abd Truck and loader
Friday	"	"	
Saturday	"	"	

STATE PRINTING DEPT.

RECEIVED
FEB 2 1941
FOR FILING
13-1385

February 1, 1941

Standard Oil Company
of California
Spokane, Washington

Attention A. E. Crawford

Gentlemen:

In reply to your letter of January 30 you are advised that Chester T. Lackey's contract No. 2359, for production of rock on the Sage Hen Hill-Harney Section of the Central Oregon Highway, in Harney County, will not be completed before June 15, 1941.

Very truly yours,

OREGON STATE HIGHWAY COMMISSION

By

Secretary

DOD:RS

STANDARD OIL COMPANY OF CALIFORNIA

SALES DEPARTMENT
R. T. VIVIAN
DISTRICT SALES MANAGER
C. C. CARPENTER
E. W. ENDTER
ASSISTANT DISTRICT SALES MANAGERS

OFFICE
OLD NATIONAL BANK BLDG.
422 RIVERSIDE AVE.
P. O. BOX 1495
SPOKANE, WASH.

RECEIVED
JAN 31 1941
[illegible]
STATE HIGHWAY COMMISSION

January 30, 1 9 4 1

Job No. 2359
CHESTER T. LACKEY

State Highway Commission
Salem,
Oregon

Gentlemen:

Will you please let us know by return mail if Job No. 2359 has now been completed? If completed, we would also appreciate knowing date of acceptance.

A stamped, addressed envelope is enclosed for your convenience in replying.

Very truly yours,

STANDARD OIL COMPANY OF CALIFORNIA
R.T.Vivian-District Sales Manager

By:
Credit Division

AHC:SS

RECEIVED
SEP 23 1940
FOR FILING

12-4[illegible]

September 21, 1940

Mr. Chester T. Lackey
Box 60
Ontario, Oregon

Dear Sir:

We are forwarding to you today, by express, a fully executed copy of Contract No. 2359 which was awarded to you on August 23, 1940, for furnishing crushed rock in stock piles on the Sage Hen Hill-Harney Section of the Central Oregon Highway, in Harney County. This is for your records and files.

Very truly yours,

STATE HIGHWAY COMMISSION

By

Secretary

AM

NOTED
D. G. DeSart

RECEIVED
SEP 23 1940
FOR FILING

[illegible]

September 21, 1940

United Pacific Insurance Company
Earl Blackaby, Resident Agent
Ontario, Oregon

Gentlemen:

We are forwarding to you today, by express, a fully executed copy of Contract No. 2359 which was awarded to Chester T. Lackey on August 23, 1940, for furnishing crushed rock in stock piles on the Sage Hen Hill-Harney Section of the Central Oregon Highway, in Harney County.

This is being forwarded to you inasmuch as you appear surety on the bond furnished by the contractor and is for your records and files.

Very truly yours,

STATE HIGHWAY COMMISSION

By

AM

Secretary

NOTED
D. G. DeSart

RECEIVED
AUG 27 1940
FOR FILING

13-4205

August 26, 1940

Mr. Chester T. Lackey
Box 60
Ontario, Oregon

Dear Sir:

We are sending you today by express four copies of Contract No. 2359 which was awarded to you by the State Highway Commission on August 23, 1940, covering the furnishing of crushed rock in stock piles on the Sage Hen Hill-Harney Section of the Central Oregon Highway, in Harney County.

Kindly execute all four copies of this contract as to agreement and bond and return them to this office for approval by the State Highway Commission. When this has been done a fully executed copy will be returned to you for your records and files. We will also send an executed copy to the surety on your bond.

Your special attention is called to the paragraph under Section 5 (page 14) of the printed General Provisions, relating to the Workmen's Compensation Act. You are expected to accept the terms of this Act and to carry on your work under this contract in strict conformance thereto.

Your attention is also called to the paragraph on the second page of the mimeographed Additional Special Provisions immediately following Page No. 20 relating to payment by the contractor of amounts due hospital associations, et cetera.

Very truly yours,

STATE HIGHWAY COMMISSION
By

NOTED
D. G. DeSart

Secretary

MEL

RECEIVED
AUG 26 1940
FOR FILING

13-4205

August 24, 1940

Mr. Chester T. Lackey
Ontario, Oregon

Dear Sir:

The State Highway Commission on August 23, 1940, awarded you the contract to furnish approximately 9,700 cu. yds. crushed rock in stock piles, on the Sage Hen Hill-Harney Section of the Central Oregon Highway in Harney County. This award was based on your low bid of $18,835.00, submitted on that date.

Contract forms will be sent to you for execution within the next few days.

Very truly yours,

Secretary

rs

cc - Mr. S. H. Probert
Mr. C. S. Paxson

CONTRACT# [redacted] 2360

FA 133-B-2 S. Newport Sec., Oregon 1940
Coast Hwy., Grad., Surf.&
#2360 Oiling

RECEIVED
FEB 20 1942
FOR FILING

G. C. CURTNER
JOE BURKHARDT
B. CURTNER

EAst 1914

PENETRATION; BITUMULS-GASCO AND ROAD OILS
ASPHALTIC PLANT MIXED PAVEMENT
FOR RENT-ROLLERS AND GRADERS

PORTLAND ROAD & DRIVEWAY CO.
2729 S. E. TIBBETTS STREET
PORTLAND, OREGON

133-F-2

February 17.1941

Mr. H.B. Glaisyer
Oregon State Highway Commission
Salem, Oregon.

Dear Sir:

In reply to your letter of February 13,1942 regarding the claim against A. Milne Construction Company the number in question (2451) was the number the bondsman gave us and it was also on the check we received.

Although in going through our files I find that in the letter from Earl Snell dated, December 18,1941 that the contract number is #2360 file No. 3017.

This was the only claim we had ever filed against Mr. Milne and we were paid for it on February 6,1942.

Yours very truly,

Portland Road & Driveway Co.

by Bernice Curtner
B. Curtner

REFERRED TO
Desau
BY SECRETARY

2/17/42
Letter re claim filed on
FA 182-D-1

RECEIVED
JAN 27 1942
FOR FILING

133-B-2

January 26, 1942

U. S. Fidelity & Guaranty Company
Lloyd H. Trantow
1816 S. E. 51st St.
Portland, Oregon

Gentlemen:

Attached hereto is a copy of a claim in the amount of $1,095.37, which has been filed in the office of the Secretary of State by the General Petroleum Corporation against the bond taken from A. Milne, in connection with state highway contract No. 2360, for grading, oiling and surfacing the South Newport Section of the Oregon Coast Highway, in Lincoln County.

Very truly yours,

OREGON STATE HIGHWAY COMMISSION

By

Secretary

RS

cc - A. Milne
7253 N.E. Broadway
Portland, Oregon

NOTED

January 26, 1942

Honorable Earl Snell
Secretary of State
Salem, Oregon

Dear Sir:

This acknowledges receipt of your letter of January 24, 1941, enclosing copies of a claim in the amount of $1095.37, which has been filed in your office by the General Petroleum Corporation against the bond taken from A. Milne, in connection with state highway contract No. 2360, for grading, oiling and surfacing on the South Newport Section of the Oregon Coast Highway, in Lincoln County.

In accordance with our usual practice, we are today notifying the bonding company and the contractor that this claim has been filed.

Very truly yours,

OREGON STATE HIGHWAY COMMISSION

By

Secretary

RS

NOTED
D DeSart

EARL SNELL
SECRETARY OF STATE
SALEM, OREGON

January 4, 194[illegible]

[illegible] Commission
[illegible]

Gentlemen: [illegible]

[illegible] information [illegible] copies of [illegible] claim, [illegible] Corporation [illegible] .37 [illegible] and [illegible] U.S. [illegible] Company, [illegible]

[illegible] the copies.

Very truly yours,

Earl Snell

[illegible]

REFERRED TO
[illegible]
BY SECRETARY

Usual action

GENERAL PETROLEUM CORPORATION
of California
Woodlark Building
813 S.W.Alder Street
Portland, Oregon

January 22, 1942

Registered Mail.....Return Receipt Requested

Earl Snell
Secretary of State
Salem, Oregon

re: contract #2360
A. Milne

Dear Sir:

Notice is hereby given that the undersigned, General Petroleum Corporation of California, has a claim for petroleum products in the amount of $1095.37 against the bond taken from the United States Fidelity and Guarantee Company, McCollister & Campbell, Inc., Seattle, Washington, agents, for the work on the south Newport section of the Oregon Coast Highway.

This contract #2360 was awarded by the Oregon State Highway Commission at Salem, Oregon, and was accepted by the highway commission on July 24th, 1941.

Very truly yours,

C. A. KILGAS
CREDIT DEPARTMENT

CM:CAKilgas

c.c. U. S. Fidelity and Guarantee Co.
Central Bldg., Seattle, Wn.

c.c. A. Milne
7235 N.E.Broadway, Portland, Ore.

c.c. Lee Shannon
Office

Endorsed: File No.3031
Filed January 24, 1942
EARL SNELL, Secretary of State

R

RECEIVED
JAN 27 1942
FOR FILING

133.B-2

January 26, 1942

U. S. Fidelity & Guaranty Co.
Lloyd H. Trantow
1816 S. E. 51st St.
Portland, Oregon

Gentlemen:

Attached hereto is a copy of a claim in the amount of $704.38, which has been filed in the office of the Secretary of State by the Collins Concrete & Steel Pipe Company against the bond taken from A. Milne, in connection with state highway contract No. 2360, for work on the South Newport Section of the Oregon Coast Highway, in Lincoln County.

Very truly yours,

OREGON STATE HIGHWAY COMMISSION

By

Secretary

RS

cc - A. Milne
7253 N. E. Broadway
Portland, Oregon

NOTED
D. DeSart

January 26, 1942

Honorable Earl Snell
Secretary of State
Salem, Oregon

Dear Sir:

This acknowledges receipt of your letter of January 24, 1942, enclosing copies of notices of claims which have been filed in your office by the Collins Concrete & Steel Pipe Company against the bond taken from A. Milne, principal, and U. S. Fidelity & Guaranty Company, surety, in connection with the following state highway contracts:

No. 2352 Brookings Section of the Oregon Coast Highway, in Curry County	$273.39
No. 2360 South Newport Section of the Oregon Coast Highway, in Lincoln County	704.36
No. 2421 Boardman-Stanfield Section, Old Oregon Trail, in Morrow County	216.00

In accordance with our usual practice, we are today notifying the bonding company and the contractor that this claim has been filed.

Yours very truly,

OREGON STATE HIGHWAY COMMISSION

By

Secretary

[illegible]

D. DeSart

Portland, Oregon
January 23, 1942

Secretary of State
State Highway Commission
Salem, Oregon

Gentlemen:

Notice is hereby given that the Collins Concrete and Steel Pipe Co., an Oregon corporation, has a claim for materials furnished in the sum of $704.38 against the A.A. Milne Construction Co. and the United State Fidelity and Guarantee Company, a Maryland corporation, for work in connection with S. Newport Section of the Oregon Coast Highway.

Very truly yours,

COLLINS CONCRETE AND STEEL PIPE CO.

By J. J.Collins
President

EARL SNELL
SECRETARY OF STATE
SALEM, OREGON

January [illegible], 194[illegible]

Oregon State Highway Commission
Salem, Oregon

Gentlemen: Attention Mr. [illegible]

There are enclosed for your information and files, three copies each of notices of claim by Collins Concrete & Steel Pipe Company against the bond of [illegible] Construction Company, principal, and U.S. Fidelity & Guaranty Company, surety, which were filed today as follows:

S. Newport Section of the Oregon Coast Highway	$704.13	2360
[illegible]-Umatilla County Line Section of the Oregon Trail	$16.[illegible]	2421
Brookings Section of the Oregon Coast Highway	$73.39	2352

Please acknowledge receipt of the copies in order that our files may be complete.

Very truly yours,

Earl Snell
Secretary of State

[illegible]
Encl. 9

REFERRED TO Detail
BY SECRETARY
usual [illegible]

R

RECEIVED
DEC 23 1941
FOR FILING

123-K-2

December 20, 1941

United States Fidelity & Guaranty Co.
Lloyd H. Trantow, Agent
1816 S. E. 51st Street
Portland, Oregon

Gentlemen:

Attached hereto is a copy of a claim, in the amount of $125.00, which has been filed in the office of the Secretary of State by the Portland Road and Driveway Company against the bond taken from A. Milne in connection with state highway contract No. 2360, South Newport Section of the Oregon Coast Highway, in Lincoln County.

This information is given you inasmuch as you appear surety on the bond furnished by Mr. Milne in connection with the above-mentioned contract.

Very truly yours,
STATE HIGHWAY COMMISSION

By

Secretary

AM

cc – A. Milne
7253 N. E. Boradway
Portland, Oregon

NOTED
D DeSart

December 20, 1941

Honorable Earl Snell,
Secretary of State
Capitol
Salem, Oregon

Dear Sir:

This acknowledges receipt of your letter of December 16, 1941, inclosing copies of a claim which has been filed in your office by the Portland Road and Driveway Company against the bond taken from A. Milne in connection with state highway contract No. 2360, South Newport Section of the Oregon Coast Highway, in Lincoln County.

In accordance with our usual practice, we are today notifying the bonding company and the contractor that this claim has been filed.

Very truly yours,
STATE HIGHWAY COMMISSION

By

Secretary

NOTED
D DeSart

PORTLAND ROAD & DRIVEWAY CO.

2729 S. E. Tibbetts Street

PORTLAND, OREGON

December 15, 1941

To the Secretary of State:

Notice hereby is given that the undersigned, Portland Road & Driveway Co., has a claim for use of a roller in the sum of $125.00 against the bond taken from the United States Fidelity and Guaranty Company, Lloyd H. Trantow, agent, 1816 S. E. 51 Avenue Portland, Oregon for the work of A. Milne, contract No. 2360, for grading, oiling and surfacing the South Newport Section of the Oregon Coast Highway, in Lincoln County.

PORTLAND ROAD & DRIVEWAY CO.

by G. C. CURTNER

ENDORSED

File No. 3017

Filed December 18, 1941

EARL SNELL, Secretary of State

EARL SNELL
SECRETARY OF STATE
SALEM, OREGON

December 18, 1941

Mr. H. B. Glaisyer, Secretary
Oregon State Highway Commission
Salem, Oregon

Dear Mr. Glaisyer:

Enclosed are three copies of a notice of claim by Portland Road & Driveway Co., for use of a roller in the sum of $125.00 against the bond taken from United States Fidelity and Guaranty Company, for the work of A. Milne, contract No. 2360 for grading, oiling and surfacing the south Newport Section of the Oregon Coast Highway in Lincoln County.

Kindly acknowledge receipt of the copies for our files.

Very truly yours,

Earl Snell
Secretary of State

S:FL

Enc.

[illegible]
[illegible] 20 1941
[illegible]

RECEIVED
DEC 13 1941
FOR FILING

133-B-2

R

December 12, 1941

United States Fidelity & Guaranty Co.
Lloyd H. Trantow, General Agent,
1816 S. E. 51st Street
Portland, Oregon

Gentlemen:

This is to advise you that the Portland Road and Driveway Company, Portland, has filed a claim in this office, in the amount of $125.00, against the bond taken from A. Milne in connection with his contract with the State Highway Commission, No. 2360, for grading, oiling and surfacing the South Newport Section of the Oregon Coast Highway, in Lincoln County.

This information is given you inasmuch as you appear surety on the bond furnished by Mr. Milne in connection with this contract.

Very truly yours,
STATE HIGHWAY COMMISSION

By

Secretary

DD:AM

cc - Mr. A. Milne
7253 N. E. Broadway
Portland, Oregon

NOTED
D. G. DeSart

December 11, 1941

Portland Road & Driveway Company
2729 N. E. Tibbetts Street
Portland, Oregon

Attention: G. C. Curtner

— [illegible] - Contractor - [illegible]

Gentlemen:

Your letter of December 10, 1941, addressed to the attention of Mr. Collier, has been handed to me for handling in our usual manner.

Contractors on state highway work are required to furnish a surety bond for the protection of labor and materialmen. We offer you the protection of the bonds filed by the different contractors against whom you have claims.

We suggest that you file your claim direct with the respective bonding companies and also with the Secretary of State in accordance with the provisions of Chapter 517, Oregon Laws, 1939, a mimeographed copy of which is inclosed.

The pertinent information for filing these claims against the respective contracts is as follows:

✓ A Milne, contract No. 2360, for grading, oiling and surfacing the South Newport Section of the Oregon Coast Highway, in Lincoln County. United States Fidelity and Guaranty Company, Lloyd E. Trenton, agent, 1816 S. E. 51st Street, Portland. Contract accepted by State Highway Commission on July 24, 1941.

Gales Creek Sand and Gravel Company, contract No. 2448, for grading, surfacing and oiling the Vandehey and Van Dyke Sections of the Nehalem Secondary Highway, in Washington County. Glens Falls Indemnity Company, Rogers Insurance Agency, agents, Title and Trust Building, Portland. Work completed October 25, 1941, but contract not yet accepted by the State Highway Commission.

NOTED
D. G. DeSart

Homer G. Johnson, contract No. 2325, for bituminous macadam surfacing on the Germantown Road-Barnes Road Section of the Skyline Boulevard, in Multnomah County. General Casualty Company of America, Mansfield & Company, agents, 310 Lewis Building, Portland. Contract accepted October 17, 1941.

Roy L. Houck, contract No. 2454, for grading and paving the Union Flat Section of the Pacific Highway West, in Washington County. Great American Indemnity Company, C. A. Tamassone, Wilcox Building, Portland. Work completed November 5, 1941, but contract not yet accepted by the State Highway Commission.

In accordance with our usual practice, we are today calling your claims to the attention of the interested bonding companies and the contractors.

Very truly yours,
STATE HIGHWAY COMMISSION

By

RD:AM Secretary

cc - R. A. Collier

STATEMENT

G. C. CURTNER
JOE BURKHARDT
B. CURTNER

PENETRATION: BITUMULS-GASCO AND ROAD OILS
ASPHALTIC PLANT MIXED PAVEMENT
FOR RENT-ROLLERS AND GRADERS

TELEPHONE EAst 1914
PORTLAND ROAD & DRIVEWAY CO.
2729 Southeast Tibbetts Street
PORTLAND, OREGON

A. Milne Construction Company
7253 N.E. Broadway
Portland, Oregon.

Used on job near Newport

July 11,1941

For use of roller from May 28,1941 until July 4,1941 -- rate $100.00 per month		
One month and seven days	125	00

Hauling Filler	54.60	454.3	yd. mi.	0.12	0.15	68.18
Sprinkling	75.50	92	M-Gal.	0.82	1.00	92.00
Preparation of Base	180.00	0.61	mi.	295.00	200.00	122.00
Min. Agg. in Place	2,956.30	799	cu. yd.	3.70	2.50	1,997.50
SC-6 Oil in Place	2,212.56	78.96	tons	28.02	23.50	1,855.56
PA #1, Dry Rubble Masonry	182.42	26.06	cu. yd.	7.00	7.00	182.42
PA #2, Class "A" Concrete in Catch Basins	96.80	3.217	" "	30.00	25.00	80.43
PA #3, Cement Adjustment	5.87	2.125	bbl.		2.76	5.87
	$30,213.29					$25,934.06

R.H. Baldock

RECEIVED
DEC 9 1941

November 29th, 1941

R

COST ANALYSIS - FINAL REPORT

South Newport Section
Contract No. 2360
A. Milne, Contractor

13-1-2

NOTED
State Highway Engineer

Oregon Coast Highway
Prefix 21-1112
V. L. Goodnight, Resident Engineer

Item	Cost	Quantity	Unit Cost	Unit Bid	Gross Revenue
Trench Excavation	$341.74	498.7 cu. yd.	$0.68	$1.00	$498.70
Excavation, Single Class	7,497.16	18,986.3 " "	0.395	0.25	4,746.58
Truck Haul	1,276.15	6,207.85 yd. mi.	0.205	0.15	931.18
Finishing Roadbed & Slopes	397.60	0.61 mi.	651.80	400.00	244.00
8" Sewer Pipe	189.11	292 lin. ft.	0.64	0.70	204.40
12" " "	42.05	54 " "	0.77	1.00	54.00
18" " "	738.80	389.5 " "	1.89	2.00	779.00
Concrete Catch Basins	389.20	11 each	35.38	25.00	275.00
Concrete Curbs	7,216.85	296.38 lin. ft.	24.35	18.00	5,334.84
3/4"x16" Dowel Bars	86.40	540 each	0.16	0.20	108.00
Const. Recesses for Curb Markers	30.00	All		30.00	30.00
6"-0 Rock in Base	3,666.80	5,164.5 cu. yd.	0.71	1.00	5,164.50
1¼"-0 Rock in Leveling Course	2,532.18	1,563 " "	1.62	2.00	3,126.00
Filler	45.20	113 " "	0.40	0.30	33.90
Hauling Filler	54.60	454.3 yd. mi.	0.12	0.15	68.18
Sprinkling	75.50	92 M-Gal.	0.82	1.00	92.00
Preparation of Base	180.00	0.61 mi.	295.00	200.00	122.00
Min. Agg. in Place	2,956.30	799 cu. yd.	3.70	2.50	1,997.50
SC-6 Oil in Place	2,212.56	78.96 tons	28.02	23.50	1,855.56
PA #1, Dry Rubble Masonry	182.42	26.06 cu. yd.	7.00	7.00	182.42
PA #2, Class "A" Concrete in Catch Basins	96.80	3.217 " "	30.00	25.00	80.43
PA #3, Cement Adjustment	5.87	2.125 bbl.		2.76	5.87
	$30,213.29				$25,934.06

South Newport Section Final Cost Analysis.

Total Cost	$30,213.29
Gross Revenue	25,934.06
Net Loss	$4,279.23

Net Loss Equals 16.5% of Gross Revenue

South Newport Section

Detail of Cost

Labor:

Supervision	$1,507.15	
Labor	8,947.22	
State Industrial Accident Insurance	447.41	
Unemployment Insurance	268.45	
Social Security	89.47	
		$11,259.70

Materials:

6"-0 Quarry Run Rock Loaded at Pit	1,099	cu. yd.	at	$0.20	$219.80	
6"-0 Quarry Run Rock Del. on Job	4,065½	" "	"	0.45	1,829.48	
1¼"-0 Crushed Rock	1,563	" "	"	1.22	1,907.25	
Cement	493	bbl.	"	2.834	1,397.01	
Concrete Aggregate	319½	cu. yd.	"	1.786	570.52	
Sand	170½	" "	"	2.25	383.62	
8" Sewer Pipe	291	lin. ft.	"	0.338	98.44	
12" " "	60	" "	"	0.70	42.00	
18" " "	393	" "	"	1.42	558.06	
Expansion Joints	580	pcs.	"	0.229	133.38	
Dowels	1,160	each	"	0.063	73.15	
8" x 8" Tees	1	each	"	1.48	1.48	
18" Pipe 85° Bend	1	"	"	4.40	4.40	
Filler	113	cu. yd.	"	0.25	28.25	
Mineral Aggregate	846	" "	"	1.737	1,469.50	
SC-6 Asphalt	84.67	tons	"	6.50	550.36	
Freight on Asphalt	84.67	"	"	9.988	845.70	
Demurrage on Asphalt					16.50	
Catch Basin Frames & Grates	11	each	"	7.50	82.50	
						10,211.40

Equipment Rental, Supplies & Misc.:

Equipment Rental Including Repairs	$3,003.10	
Hired Equipment	1,251.50	
Gas, Oil & Grease	1,442.82	
Lumber for Forms & for Planking Soft Fills	413.24	
General Overhead Expense	1,815.00	
Small Tools & Misc. Supplies	557.30	
Bond	259.33	
		8,742.29
Total Cost		$30,213.29

South Newport Section

Contract #2360

REMARKS:

This contract consisted of grading, surfacing and oiling of a 0.61-mile section of the Oregon Coast Highway in the southern section of the City of Newport. The contract was bid and awarded August 23rd, 1940; work was started September 9th, and on February 15th, 1941 all work was completed except the oiling. Work was suspended except for one man and a grader which were used to maintain until June 2nd, when the oiling crew moved in and completed the job on June 28th, 1941.

The single class excavation was practically all sand. A 1/2 cu. yd. shovel, 4 - 6 cu. yd. trucks, a 61 h.p. tractor and dozer were used. Considering the small quantity, traffic interference, requirement of planking on soft fills and the time lost due to inclement weather, this item was bid too low and shows a large loss.

The concrete items also show a loss due mainly to a low bid although the operations were not too efficient. Crushed rock was used for concrete aggregate and sand was purchased from Fogarty Creek about 19 miles north of the job. Delays due to weather also increased the cost.

The quarry run rock 6"-0 base and the crushed rock surfacing, mineral aggregate for oiling, concrete aggregates and filler were purchased from a commercial plant at Agate Beach. A good profit was made on the base rock and leveling course due to good prices.

The oiling was expensive due to small quantity, wet weather and several small areas that were sprayed with a hand nozzle attached to the distributor. The oiling was done in June 1941.

This job was started in the fall and was not finished until spring. Winter carry-over charges and wet weather increased the cost.

F. H. Clymer
Cost Analyst

RECEIVED
NOV [illegible] 1941
FOR FILING

133-B-2

Stencil No. 3

FEDERAL WORKS AGENCY
PUBLIC ROADS ADMINISTRATION

UNITED STATES DEPARTMENT OF AGRICULTURE
BUREAU OF PUBLIC ROADS
DISTRICT No. 1

POST OFFICE BUILDING
PORTLAND, OREGON

IN YOUR REPLY PLEASE
REFER TO FILE No.__________

November 7, 1941

Mr. R. H. Baldock
State Highway Engineer
Salem, Oregon

Dear Sir:

Final inspection of Oregon SN-FAP 133-B (2), South Newport Section of the Oregon Coast Highway ____________________, was made by a representative of this office on October 17, 1941. Prompt submission of the final voucher will be appreciated.

Very truly yours,

W. H. LYNCH
District Engineer

By L. J. Caufield
L. J. Caufield
Sr. Highway Engineer

ro

RECEIVED
OCT 16 1941
FOR FILING

133.13.2

R

October 16, 1941

General Petroleum Corporation
Woodlark Building
Portland, Oregon

Gentlemen:

In accordance with your letter of October 15, this will advise that contract No. 2360, with A. Milne, for grading, surfacing and oiling the South Newport Section of the Oregon Coast Highway, was completed June 28, 1941, and accepted by the Highway Commission July 24, 1941.

Contract No. 2374, with A. Milne, for grading, surfacing and oiling the Mud Hollow-Oak Creek Section of the North Umpqua County Road, was completed October 1, 1941, but has not yet been accepted by the Highway Commission.

Very truly yours,
STATE HIGHWAY COMMISSION

By

Secretary

DD/mm

NOTED
D. C DeSart

GENERAL PETROLEUM CORPORATION
OF CALIFORNIA
A SOCONY-VACUUM COMPANY
SOCONY-VACUUM
GARGOYLE LUBRICANTS
WOODLARK BUILDING
813 S. W. ALDER STREET
PORTLAND, OREGON

October 15, 1941

RECEIVED
16 1941

Oregon State Highway Commission
Salem,
Oregon

Attention: Mr. H. B. Glaisyer

Re: Milne Construction Co.

Contract #2374
Mud Hollow-Oak Creek Section of the
North Umpqua Road

Contract #2360
South Newport Section of the Oregon
Coast Highway

Gentlemen:

Please advise us of the completion and acceptance dates on the above contracts.

Very truly yours,

DISTRICT CREDITMAN

WAW:LS

FORM 3031

RECEIVED
OCT 15 1941
FOR FILING

133-B-2

R

September 23, 1941

Honorable Earl Snell
Secretary of State
Capitol

Dear Sir:

This acknowledges receipt of your letter of September 22, enclosing three copies of a notice of claim by E. P. Altree in the amount of $1,574.55 against A. Milne in connection with state highway contract No. 2360 for grading, surfacing and oiling on the South Newport Section of the Oregon Coast Highway.

We have noted this claim in our records of this job and will today forward to the contractor and his surety copies of the notice thereof.

Very truly yours,
STATE HIGHWAY COMMISSION

By

Secretary

MM

REFERRED TO
DeSart
BY SECRETARY

NOTED
D. C DeSart

September 23, 1941

U. S. Fidelity & Guaranty Company
Lloyd H. Trantow, Agent
1816 S. E. 51st Street
Portland, Oregon

Gentlemen:

We have received through the office of the Secretary of State copies of a notice of claim by E. F. Altree in the amount of $1,574.55 against A. Milne for grading, surfacing and oiling on the South Newport Section of the Oregon Coast Highway.

Inasmuch as you are surety for the contractor on this job, we hand you herewith, for your information and such action as is necessary, a copy of this notice of claim.

Very truly yours,
STATE HIGHWAY COMMISSION

By

Secretary

MH

cc A. Milne
7253 N. E. Broadway
Portland, Oregon

[illegible] 3 1941

EARL SNELL
SECRETARY OF STATE
SALEM, OREGON

September 22, 1941

Mr. H. B. Glaisyer, Secretary
State Highway Commission
Salem, Oregon

Dear Mr. Glaisyer:

Enclosed are three copies of a notice of claim by E. F. Altree for crushed rock furnished in the sum of $1,574.55 against the bond taken from A. Milne Construction Co., principal, and United States Fidelity and Guaranty Co., surety for work on the Newport Highway.

Kindly acknowledge receipt of the copies for our files.

Very truly yours,

Earl Snell

Secretary of State

S:FL

COPY

Agate Beach, Oregon

Sept. 12, 1941

To United States Fidelity and Guaranty Co.

Portland, Oregon

(Sec. of State, Salem, Ore)

Dear Sirs:

Notice hereby is given that the undersigned E. F. Altree has a claim for furnishing crushed rock in the sum of $1,574.55 against the bonds taken from United States Fideliy and Guaranty Co. for work of Oiling and rocking Newport Highway widening project by A. Milne Construction Co.

Yours very truly

E. F. Altree

copy

Endorsed File No. 2996

Filed September 22, 1941
EARL SNELL, Secretary of State

R

RECEIVED
OCT - 7 1941
FOR FILING

133-B-2

October 7, 1941

U. S. Fidelity & Guaranty Co.
Lloyd H. Trantow
1816 S. E. 51st St.
Portland, Oregon

Gentlemen:

We have received, through the office of the Secretary of State, copies of a notice of claim by A. Leschen & Sons Rope Company, in the amount of $9.61, against A. Milne Construction Co.'s contract, for grading, oiling and surfacing on the South Newport Section of the Oregon Coast Highway, in Lincoln County, being contract No. 2360.

Inasmuch as you are surety for the contractors on this job, we hand you herewith, for your information and such action as is necessary, a copy of this notice of claim.

Very truly yours,

OREGON STATE HIGHWAY COMMISSION

By

Secretary

RS

cc - A. Milne Construction Co.
7253 N. E. Broadway
Portland, Oregon

NOTED
D. C. DeSart

October 7, 1941

Honorable Earl Snell
Secretary of State
Salem, Oregon

Dear Sir:

This acknowledges receipt of your letter of October 6, 1941, enclosing three copies each of three notices of claim by A. Leschen & Sons Rope Company, for $135.76, $156.93, and $9.61, against A. Milne Construction Co., for work performed on the following contracts:

Contract No. 2352, for grading and bituminous macadam, on the Brookings Section, Oregon Coast Highway, in Curry County.

Contract No. 2360, for grading, oiling and surfacing, on the South Newport Section of the Oregon Coast Highway, in Lincoln County.

Contract No. 2451, for grading, surfacing and oiling on the Long Creek-Fox Creek Section of the Pendleton-John Day Highway, in Grant County.

We have noted these claims in our records of these jobs, and will today forward to the contracting firm and its surety copies of the notices thereof.

Very truly yours,

OREGON STATE HIGHWAY COMMISSION

By

Secretary

RS

NOTED
D. C DeSart

A. LESCHEN & SONS ROPE CO.

COPY

A. LESCHEN & SONS ROPE CO.

914 N. W. 14th Avenue
Portland, Oregon

October 4, 1941
#424 - THVD:HOB

Registered Letter

To Secretary of State of the State of Oregon:

Notice is hereby given that the undersigned, A. Leschen & Sons Rope Co., has a claim for the sale of wire rope in the sum of $9.61 against the bond taken from A. Milne Construction Co. and U. S. Fidelity & Guaranty Company and signed by Lloyd H. Trantow, 1816 S. E. 51st Avenue, Portland, Oregon, for the work of grading, surfacing and oiling South Newport Section of Oregon Coast Highway, covered by State Contract No. 2360.

We are attaching duplicate notarized copies of invoices covering our claim.

A. LESCHEN & SONS ROPE CO.

Per G. B. Van Doren
Factory Representative

W. C. LINDSAY
Notary Public for Oregon
My commission expires Mar. 22, 1942.

Endorsed: File No. 3001
Filed Oct. 6, 1941
EARL SNELL
Secretary of State

A. LESCHEN & SONS ROPE CO.

WIRE ROPE MAKERS

ESTABLISHED 1857

[redacted]

3410 FIRST AVE. SO, [redacted] SEATTLE, WASH.

CUSTOMER'S ORDER NO. & DATE 2682 6/9/41

REQUISITION NO.

CONTRACT NO.

REFER TO INVOICE NO. 4262-D

INVOICE DATE JUNE 9, 1941

VENDOR'S NOS. PO# 6553-D-2

SOLD TO

MILNE CONSTRUCTION CO.
7253 N.E. BROADWAY
PORTLAND, OREGON

SHIPPED TO AND DESTINATION SAME

DATE SHIPPED 6/9/41 **FROM** PORTLAND **F. O. B.**

CAR INITIALS AND NO. HOW SHIPPED AND ROUTE CALLED FOR

TERMS: Net 60 *Days, or* 2 *% cash discount if paid on or before* 7-10-41
Subject to interest after maturity.

FOR CUSTOMER'S USE ONLY

REGISTER NO.	VOUCHER NO.
F. O. B. CHECKED	
TERMS APPROVED	PRICE APPROVED
CALCULATIONS CHECKED	
TRANSPORTATION	
FREIGHT BILL NO.	AMOUNT
MATERIAL RECEIVED	
DATE ____ 19	SIGNATURE ____ TITLE ____
SATISFACTORY AND APPROVED	
ADJUSTMENTS	
ACCOUNTING DISTRIBUTION	
AUDITED	FINAL APPROVAL

DESCRIPTION	QUANTITY (SHOW UNIT)	PRICE PER UNIT	GROSS AMOUNT	NET AMOUNT	TOTAL
1/2" STYLE "G" FLATTENED STRAND (PFS) "HERCULES" (RED STRAND) WIRE ROPE CENTER, PREFORMED	24 FT.	.192 NET FT.			4.61
REEL NO. 435-A 12½#					

"HERCULES" (RED-STRAND) WIRE ROPE

GOODS, AFTER SHIPMENT, AT BUYER'S RISK. ANY CLAIMS FOR ERRORS, ETC., MUST BE MADE IMMEDIATELY ON RECEIPT OF GOODS.

SCHEN & SONS ROPE CO.
IRE ROPE MAKERS ESTABLISHED 1857

[redacted]

3410 FIRST AVE. SO, [redacted] SEATTLE, WASH.

FORM [illegible]

CUSTOMER'S ORDER NO. & DATE	2685 6/10/41
REQUISITION NO.	
CONTRACT NO.	
REFER TO INVOICE NO.	4264-D
INVOICE DATE	JUNE 10, 1941
VENDOR'S NOS.	PO#6556-D-2

SOLD TO

MILNE CONSTRUCTION CO.
7253 N.E. BROADWAY
PORTLAND, OREGON

SHIPPED TO AND DESTINATION	SAME "
DATE SHIPPED	6/10/41
FROM	PORTLAND
F. O. B.	
CAR INITIALS AND NO. HOW SHIPPED AND ROUTE	CALLED FOR

TERMS: Net 60 *Days, or* 2 *% cash discount if paid on or before* 7-10-41
Subject to interest after maturity.

FOR CUSTOMER'S USE ONLY

REGISTER NO.	VOUCHER NO.
F. O. B. CHECKED	
TERMS APPROVED	PRICE APPROVED
CALCULATIONS CHECKED	
TRANSPORTATION	
FREIGHT BILL NO.	AMOUNT
MATERIAL RECEIVED	

_____19 _____ _____
DATE SIGNATURE TITLE

SATISFACTORY AND APPROVED

ADJUSTMENTS

ACCOUNTING DISTRIBUTION

AUDITED	FINAL APPROVAL

DESCRIPTION	QUANTITY (SHOW UNIT)	PRICE PER UNIT	GROSS AMOUNT	NET AMOUNT	TOTAL
1/2" STYLE "G" FLATTENED STRAND (PFS) "HERCULES" (RED STRAND) WIRE ROPE CENTER, PREFORMED	25 FT.	.192 NET FT.			4.80
REEL NO. 435-A 14#					

"HERCULES" (RED-STRAND) WIRE ROPE

GOODS, AFTER SHIPMENT, AT BUYER'S RISK. ANY CLAIMS FOR ERRORS, ETC., MUST BE MADE IMMEDIATELY ON RECEIPT OF GOODS.

R

RECEIVED
SEP 11 1941
FOR FILING

133-B-2

September 10, 1941

Mr. E. F. Altree
Agate Beach, Oregon

Dear Sir:

Acknowledgment is made of the receipt of your letter of September 8 advising of your claim in the amount of $1500 against A. Milne for furnishing oil rock in connection with Mr. Milne's contract for grading, oiling and surfacing on the South Newport Section of the Oregon Coast Highway, in Lincoln County, state highway contract No. 2360.

You inquire whether or not there is any way for you to secure this fund before we release the final payment to Mr. Milne. In this connection I have to advise that the Highway Commission cannot pay this claim direct. You are aware, of course, that Mr. Milne was required to furnish the state with a surety bond for the protection of claims. Such bond was written by the United States Fidelity and Guaranty Company for whom Lloyd H. Trantow is local agent with offices at 1816 S. E. 51st Street, Portland, Oregon. I would suggest that you file your claim with the bonding company and also notice of the same with the Secretary of State in accordance with the provisions of Chapter 517, Oregon Laws, 1939, a copy of which is inclosed for your further information.

Very truly yours,

Secretary

HBG:AM

NOTED
D. DeSart

September 10, 1941

United States Fidelity & Guaranty Co.
Lloyd H. Trantow, Local Agent,
1816 S. E. 51st Street
Portland, Oregon

Gentlemen:

The State Highway Commission has been advised that E. F. Altree has a claim in the amount of $1500 against contractor A. Milne for furnishing oil rock in connection with Mr. Milne's contract for construction of the South Newport Section of the Oregon Coast Highway, in Lincoln County, state highway contract No. 2360.

This information is given you inasmuch as you appear surety on the bond furnished by Mr. Milne.

Very truly yours,
STATE HIGHWAY COMMISSION

By

HBG:AM

Secretary

cc - Mr. A. Milne
7253 N. E. Broadway
Portland, Oregon

NOTED
D. [illegible] DeSart

#2360

[illegible] 10 1941

Agate Beach, Oregon
Sept. 8,1941

Earl Snell
Oregon State Highway Commission

Dear Sir:

I am writing you in regards to my account with A. Milne,Contractor on Newport road work, which was completed during this summer.

I have not been able to get my money from him in payment for rock furnished for oiling job. I would like to know if there is any possible way of getting it through state before he is paid. his final estimate or do I contact his bondsman?

If so could you furnish the name of said Bondsman. Or give me any information as to the proper procedure to collect this account, which is around $1500.00.

Yours Truly,
E. F. Altree
E. F. Altree

ANSWERED
H. B. GLAISYER

RECEIVED
AUG 25 1941
FOR FILING

133-B-2

R

August 23, 1941

Pacific Portland Cement Company
417 Montgomery Street
San Francisco, California

Gentlemen:

This will acknowledge receipt of your letter of August 15 and advise that contract No. 2360, with A. Milne, was completed June 28, 1941 and accepted by the Highway Commission July 24, 1941.

Final payment on this contract is being withheld at the request of the surety, U. S. Fidelity and Guaranty Company, whose resident agent is Lloyd H. Trantow, 1816 S. E. 51st St., Portland.

Very truly yours,

OREGON STATE HIGHWAY COMMISSION

By

Secretary

DGD:RS

NOTED
D. G. DeSart

RECEIVED
AUG 25 1941
FOR FILING

133-B-2

August 23, 1941

Pacific Portland Cement Company
417 Montgomery Street
San Francisco, California

Gentlemen:

This will acknowledge receipt of your letter of August 15 and advise that contract No. 2360, with A. Milne, was completed June 28, 1941 and accepted by the Highway Commission July 24, 1941.

Final payment on this contract is being withheld at the request of the surety, U. S. Fidelity and Guaranty Company, whose resident agent is Lloyd H. Trantow, 1816 S. E. 51st St., Portland.

Very truly yours,

OREGON STATE HIGHWAY COMMISSION

By

Secretary

DGD:RS

NOTED
D. G. DeSart

RECEIVED

EPHONE
GARFIELD 4100

CABLE ADDRESS "GOLDEN"
WESTERN UNION CODE

PACIFIC
PORTLAND CEMENT COMPANY
MANUFACTURERS OF
GOLDEN GATE AND OLD MISSION BRANDS
PORTLAND AND PLASTIC WATERPROOF PORTLAND CEMENT
Empire-Standard-Reno Hardwall Plaster and Gypsum Products

PACIFIC PORTLAND CEMENT CO. GOLDEN GATE BRAND SAN FRANCISCO CAL.
PLASTER EMPIRE BRAND
PACIFIC PORTLAND CEMENT COMPANY SAN FRANCISCO CAL.
TRADE-MARKS

417 MONTGOMERY STREET
SAN FRANCISCO, CALIFORNIA

August 15, 1941

Oregon State Highway Commission
Salem, Oregon

Gentlemen:

Will you kindly advise if State Contract #2360 with A. Milne Construction Company has been completed and accepted by the Commission; also if final payment has been made to the general contractor.

Yours very truly,

PACIFIC PORTLAND CEMENT COMPANY

H. D. O'Banion

H. D. O'Banion
Credit Manager

HDO:vb

RECEIVED

133-B-2

August 15, 1941

U. S. Fidelity & Guaranty Company
Lloyd H. Trantow
1816 S. E. 51 Street
Portland, Oregon

Gentlemen:

You are hereby notified that State Highway Contract No. 2360 for work on the South Newport Section of the Oregon Coast Highway in Lincoln County, has been completed by the contractor, A. Milne, and that final settlement will be made on or after August 25, 1941.

The state is not advised of any unpaid claims for labor or materials, or of the existence of any claims, debts, dues or demands incurred in the performance of such work and remaining unsatisfied, and you are advised that the state assumes no responsibility for any such claims should there be any.

This notice is served upon you since you appear as surety on the bond furnished by the above contractor. Kindly acknowledge receipt of this letter.

For your information we wish to advise that the total amount paid the contractor in connection with this contract will be $25,934.06, including final payment, and that no force account work was performed therein. This contract was completed on June 28, 1941, and accepted by the Commission on July 24, 1941.

Yours very truly,

H. B. Glaisyer
Secretary

OA

NOTED
D. DeSart

F

RECEIVED

B3-B-2

August 6, 1941

U. S. Fidelity & Guaranty Company
Lloyd H. Trantow, Agent
1816 S. E. 51st St.
Portland, Oregon

Gentlemen:

You are advised that it is the intention of the State Highway Commission to make semi-final payment to A. Milne, on contract No. 2360, covering grading, oiling and surfacing on the South Newport Section of the Oregon Coast Highway, in Lincoln County. This payment, in the amount of $1,175.83, will be made on or after August 16. The retained percentage is $777.94.

The state is not advised of any unpaid claims for labor or materials, or of the existence of any claims, debts, dues, or demands incurred in the performance of such work and remaining unsatisfied, and you are advised that the state assumes no responsibility for any such claims should there be any.

Kindly acknowledge receipt of this letter.

Very truly yours,

OREGON STATE HIGHWAY COMMISSION

By

Secretary

RS

NOTED
D. C. DeSart

Form E-1—6M—10-40

√1

OREGON STATE HIGHWAY COMMISSION
FIELD ENGINEER'S WEEKLY REPORT
FOR CONSTRUCTION PROJECTS ONLY

Final Report

133-B-2

For Week Ending June 28, 1941, 19

Section South Newport

Kind of work Grad. Surf. and Oiling

Highway Oregon Coast

Section prefix 21-1112

Contractor A Milne

Contract number 2360

Date of contract Aug. 23, 1940, 19

Date of completion June 30, 1941, 19

Date work started Sept. 12, 1941, 19

Estimated date of completion " ", 19

Amount of contract $ 23,957.50

Per cent of time elapsed 100 %

Estimated cost of completed project, exclusive of engineering $ 24,107.50

Per cent of contract completed, based on total contract price 100 %

Engineering cost to date, $ 2750., 11.4 %

Date project was completed June 28, 1941, 19

General information covering progress of work by party and by contractor, important development, instructions to contractors, instructions from Division Engineers, exchanges in personnel of party, etc.:

Contractor completed oiling June 23rd. and has spent the week in rolling and brooming the completed work, having made a complete round on the work Friday June 27th the completed sidewalks were rolled this week also.

Contractor was ask to clean up the curbs where he spilled asphalt and to grout and stone the roller marks out on the curve sections of the curbs - this work has been done.

We will work on the final estimate at every available opportunity.

RECEIVED
JUN
OFFICE OF
CONST

RECEIVED
JUN 30 1941
OFFICE OF
DIVISION ENGINEER
DIVISION NO. 2

Signed V.L.Goodnight

Address Box 867, Newport

NOTED
VAN SCOY

Mail original copy to Salem and duplicate copy to Division Engineer on Saturday of each week, retain triplicate copy for your own file

	GRADING	SURFACING	MAINTENANCE MATERIALS	OIL AND BITUMINOUS MACADAM	PAVING
Miles in project	0.61	0.61		0.61	
Miles partially completed					
Miles completed	0.61	0.61		0.61	
Total estimated quantities	17,100	5900		0.61	
Estimated quantities moved or placed to date	18,900	6728		0.61	
Average daily quantities					
Average daily quantities necessary to complete project on time					
Number shifts per day				1	
Hours per shift				8	
Average force on project for week				18 part time	

Percentages of men employed on contract to be secured from:

.... County, ...%; .... County, ...%; .... County, ...%; .... County, ...%

	NUMBER USED AND SECURED FROM					CONTRACTOR'S KEY MEN, ETC.	TOTAL
	Lincoln COUNTY	COUNTY	COUNTY	COUNTY	OTHER SOURCES		
Men	10				4	4	18
Men and teams							
Men and trucks under 3 tons							
Men and trucks over 3 tons							
Men and tractors							

Equipment used during week: Shovels 1, Power graders 1, Rollers 2, Mixers ...., Crushing or screening plants ....,

Compressors ...., Bulldozers ...., Sheet-foot rollers ...., ..., ..., ...

	WEATHER	HRS. DELAY	CAUSE OF DELAY
Sunday	Clear		
Monday	Clear and Hot		
Tuesday	Light showers		
Wednesday	cool high fog		
Thursday	warm		
Friday	clear		
Saturday	showers A.M. Hot P.M.		

STATE PRINTING DEPT.

a

RECEIVED
JUN 25 1941
FOR FILING

133-13-2

June 25, 1941

Pacific Portland Cement Company
417 Montgomery Street
San Francisco, California

Gentlemen:

This will acknowledge receipt of your letter of June 20, and advise that contract No. 2360, with A. Milne, for grading, oiling and surfacing the South Newport Section of the Oregon Coast Highway, has not yet been completed, although we anticipate its completion about the end of this month.

There has been paid to date, for work performed to June 15, a total of $22,020.49, and we are holding as retained percentage the amount of $1,797.56. Final payment will probably be made within a month or six weeks after date of completion. In the meantime it is possible that we may release a semi-final payment, retaining only $750.00 for final payment.

Very truly yours,

OREGON STATE HIGHWAY COMMISSION

By

Secretary

DGD:RS

TELEPHONE
GARFIELD 4100

CABLE ADDRESS "GOLDEN"
WESTERN UNION CODE

PACIFIC
PORTLAND CEMENT COMPANY

MANUFACTURERS OF
GOLDEN GATE AND OLD MISSION BRANDS
PORTLAND AND PLASTIC WATERPROOF PORTLAND CEMENT
Empire-Standard-Reno Hardwall Plaster and Gypsum Products

TRADE-MARKS

SAN FRANCISCO, CALIFORNIA
417 MONTGOMERY STREET

RECEIVED
JUN 23 1941
STATE HIGHWAY COMMISSION

June 20, 1941

Oregon State Highway Commission
Salem, Oregon

Gentlemen:

We furnished material in connection with the State Highway Contract #2360 on which Milne Construction Company was the general contractor.

Will you kindly advise if this contract has been completed and accepted by the State Highway Commission, and if so the date of acceptance, amount due the general contractor, and the date final payment is to be made and the amount of final payment.

Yours very truly,

PACIFIC PORTLAND CEMENT COMPANY

H. D. O'Banion

H. D. O'Banion
Credit Manager

HDO:vb

Coast Wide Service — San Francisco — Los Angeles — Portland — San Diego — Seattle

R.H. Baldock a

Cost Analysis to February 15, 1941

South Newport Section
Oregon Coast Highway

NOTED
State Highway Engineer

Prefix 21-1112

Contract No. 2360
A. Milne, Contractor

V. L. Goodnight, Resident Engineer

133-B-2

Description	Cost	Quantity	Unit Cost	Unit Bid	Gross Revenue
Trench Excavation	$480.19	510.7 cu. yd.	$0.94	$1.00	$510.70
Excavation, Single Class	6,188.19	17,300 " "	0.35	0.25	4,325.00
Truck Haul	803.73	4,100 yd. mi.	0.19	0.15	615.00
Finish Roadbed & Slopes	394.01	0.61 Mile	645.90	400.00	244.00
8" Sewer Pipe	189.11	292 lin. ft.	0.64	0.70	204.40
12" " "	42.05	54 " "	0.77	1.000	54.00
18" " "	738.80	389.5 " "	1.89	2.00	779.00
Concrete Catch Basins	374.14	11 each	34.01	25.00	275.00
Concrete Curbs	6,905.65	295.55 cu. yd.	23.36	18.00	5,319.90
3/4" x 16" Dowels	108.00	540 each	0.20	0.20	108.00
Recesses for Curb Markers	30.00	100%			30.00
6"-0" Mat'l in Base	3,368.05	5,110.5 cu. yd.	0.66	1.00	5,110.50
1¼"-0" " " Level Course	2,325.61	1,481 " "	1.56	2.00	2,962.00
PA #1, Dry Rubble in Place	182.42	26.06 " "	0.70	0.70	182.42
PA #2, Class "A" Concrete in Catch Basins	80.43	3.217 cu. yd.	25.00	25.00	80.43
	$22,210.38				$20,800.35

Total Cost	$22,210.38
Gross Revenue	20,800.35
Net Loss	$1,410.03

Net Loss Equals 6.7% of Gross Revenue

South Newport Section

Detail of Cost

Labor:

Supervision	$671.21	
Labor	7,487.19	
State Industrial Insurance	407.92	
Unemployment Insurance	244.75	
Social Security	81.58	
		$8,892.65

Materials:

6"-0" Quarry Run Rock	5,110½	cu. yd.	at	$0.45	$2,299.72	
1¼"-0" Crushed Rock	1,481	" "	"	1.25	1,851.25	
Cement	495	bbls.	"	3.06	1,512.81	
Concrete Aggregate	286	cu. yd.	"	1.80	514.80	
Sand	171½	" "	"	2.25	385.87	
18" Sewer Pipe	389½	lin. ft.	"	1.42	553.09	
12" " "	54	" "	"	0.70	37.80	
8" " "	292	" "	"	0.37	108.04	
Expansion Joints	580	pieces	"	0.2299	133.38	
Dowels	540	each	"	0.126	68.04	
8" x 8" Tee					1.48	
18" Pipe - 85° bend					4.40	
Catch Basin Grates	11		"	7.50	68.04	
						7,553.18

Equipment Rental, Small Tools & Misc. Supplies:

Equipment Rental	$2,295.35	
Main Office Expense	1,397.42	
Gas, Oil and Grease	949.22	
Hired Equipment	376.00	
Small Tools & Misc. Supplies	329.89	
Bond	239.67	
Lumber	177.00	
		5,764.55
Total Cost		$22,210.38

South Newport Section

REMARKS:

This contract consisted of grading, surfacing and oiling of a 0.61 mile section of the Oregon Coast Highway in the southern section of the City of Newport. The contract was bid and awarded August 23rd, 1940; work was started September 9th, and on February 15th, 1941 all work was complete with the exception of oiling.

The single class excavation was virtually all sand. A ½ cu. yd. shovel, 61 h.p. tractor and dozer and 6 cu. yd. trucks were used. Considering the small quantity, traffic interference and time lost because of weather this item was bid too low, and as a consequence a loss is shown.

The concrete items also show a loss due mainly to a low bid, although the operations were not too efficient. Crushed rock was used as the concrete aggregate, and sand was purchased at Fogarty Creek, about 19 miles north of the job. Delays due to the weather also increased the costs.

Materials for the quarry run base and crushed rock leveling course were purchased from a commercial plant at Agate Beach f.o.b. the job. A good profit is shown due to the high bid price.

A loss is shown on this contract due principally to a low bid. The overhead costs are high, however, and the loss on the concrete items could have been reduced under more efficient supervision.

E. H. Clymer
Cost Analyst

By . . J. D. Nelson

RECEIVED
1941

FEDERAL WORKS AGENCY
PUBLIC ROADS ADMINISTRATION

133-B-2

UNITED STATES DEPARTMENT OF AGRICULTURE
BUREAU OF PUBLIC ROADS
DISTRICT No. 1

IN YOUR REPLY PLEASE
REFER TO FILE No.

POST OFFICE BUILDING
PORTLAND, OREGON

Stencil No. 124
Oregon FAP 133-B (2)
South Newport Section
Oregon Coast Highway

February 10, 1941

Mr. R. H. Baldock
State Highway Engineer
Salem, Oregon

Dear Sir:

We are forwarding herewith, for your files, an executed copy of the ________________ project agreement and certificate for the above numbered project.

Very truly yours,

W. H. LYNCH
District Engineer

By L. Caufield
L. J. Caufield
Sr. Highway Engineer

Encls.

Fox

wayper-9073

Form P. R. 2

State Oregon

Federal Aid Project No. 133-B(2)

PROJECT AGREEMENT

MEMORANDUM OF AGREEMENT made this 10th day of Jan., 1941

by and between the Oregon State Highway Commission, constituting

for the purpose hereof, the Highway Department of the State of Oregon hereinafter called the Highway Department, and the Federal Works Administrator, hereinafter called the Administrator, under and pursuant to the provisions of the act of Congress approved July 11, 1916 (39 Stat., 355), entitled "An Act to provide that the United States shall aid the States in the construction of rural post roads, and for other purposes," and of the act approved November 9, 1921 (42 Stat., 212), entitled "An Act to amend the Act entitled 'An Act to provide that the United States shall aid the States in the construction of rural post roads, and for other purposes,' approved July 11, 1916, as amended and supplemented, and for other purposes," and acts amendatory thereof or supplementary thereto:

Whereas the Highway Department of said State submitted on the 21st day of April, 1932, a revised project statement, which was approved on the 13th day of May, 1932, for the proposed construction of a project consisting of the road hereinafter described; and

Whereas the Highway Department, in accordance with the rules and regulations promulgated for the administration of the Federal Highway Act, has furnished surveys, plans, specifications, and estimates for Section B(2) of said project which were recommended for approval by the District Engineer of the Public Roads Administration on the 7th day of August 1940; and

Whereas the Administrator has certified to the Secretary of the Treasury his approval of said surveys, plans, specifications, and estimates, and the sum of fifteen thousand, three hundred and no/100 dollars ($15,300.00) as the share of the United States payable under said act on account of Section B(2) of said project, which does not exceed the authorized Federal pro rata share of the approved total estimated cost thereof:

Now, therefore, in consideration of the premises and of the several promises to be faithfully performed by each, as hereinafter set forth, the Highway Department and the Administrator do hereby mutually agree as follows:

16—11379

FUNDS AT THE DISPOSAL OF THE HIGHWAY DEPARTMENT

ARTICLE I. Funds for the use of the Highway Department in the construction of said project have been made available in the following manner, to wit:

(*a*) By the State Chap. 175, laws 1917; Chap. 31, laws 1920; Chap. 529, laws 1939. (Include date and citation of act of legislature by which authorized)

(*b*) From other sources (State how placed under direct control of Highway Department)

ROAD EMBRACED IN PROJECT

ARTICLE II. This agreement covers the following highway as described in detail in said surveys, plans, and specifications:

Between survey station 165+00 at Alder Street and survey station 193+76.6 at the south city limits, all in Newport,

, length 0.544 of a mile, in Lincoln County, being Section B(2) of Oregon Federal Aid project No. 133, consisting of 0.544 of a mile of roadway and no bridge of more than 20 feet clear span, [illegible]

16—11379 GPO

CHARACTER AND METHOD OF CONSTRUCTION

ARTICLE III. The Highway Department will construct or cause to be constructed to final completion said project, in strict compliance with said plans and specifications, which are made a part hereof, under its direct supervision, which shall include adequate inspection throughout the course of construction, subject at all times to inspection and approval by the Administrator or his agents, and in accordance with the laws of said State, the rules and regulations of the Administrator, and the following conditions:

(*a*) It is agreed that the construction work on the project shall be performed by contract, unless the performance thereof by force account shall be approved by the Administrator or his authorized representatives. Such construction work as may be performed by force account shall be paid for on the basis of the units of work performed at the unit prices set forth in the estimate as approved by the Administrator, except that where the total actual cost is ascertained to be less than the estimate so approved the total Federal payments shall not exceed the Federal pro rata share of such total actual cost.

UNITED STATES PRO RATA SHARE OF THE COST OF SAID PROJECT

ARTICLE IV. The United States pro rata share of the value of the labor and materials which shall be actually put into the construction of Section 2(2) of said project shall not in any event exceed the sum of fifteen thousand, three hundred and no/100 dollars ($15,300.00), certified to the Secretary of the Treasury as above mentioned, which does not exceed the authorized Federal pro rata share of twenty-five thousand, seventy-five and 65/100 dollars ($25,075.65), the approved total estimated cost of Section 2(2) of said project.

PAYMENTS

ARTICLE V. As the construction of said project progresses, the Administrator shall from time to time draw warrants on the Secretary of the Treasury for the payment to the State Treasurer (Official or depository) hereby designated by the Highway Department for that purpose and authorized under the laws of said State to receive public funds of the State of Oregon (Name) of such sums as shall not, together with previous payments, exceed the United States pro rata share, as above specified, of the value, as determined by the Administrator after inspection and approval, of the labor and materials which have actually been put into said construction work in compliance with the requirements of Article III hereof.

The Administrator reserves the right to withhold such sum as he may deem necessary to insure completion of construction in compliance with said plans and specifications.

MAINTENANCE OF PROJECT

ARTICLE VI. The Highway Department will maintain said project in compliance with said acts of July 11, 1916, and November 9, 1921, out of funds which have been or will be made available therefor by said State in the manner herein set forth, to wit: Chap. 529, laws 1933. (Include reference to statute authorizing funds and probable amount annually available)

The Highway Department will use every means within its power to insure proper and permanent maintenance of said project, and to that end will provide for the constant making of needed repairs to preserve a smooth-surfaced highway.

Showing of authority of the Highway Department to execute agreements will be found in the agreement for project No. 112.

In witness whereof the parties have hereunto affixed their signatures, the Highway Department on the day and year first above written and the Administrator on the ______ day of JAN 22 1941, 19__

OREGON STATE HIGHWAY COMMISSION
(Official title of Highway Department)

By Henry F. Cabell

Chairman, State Highway Commission
(Title of officer)

By ______

Member, State Highway Commission
(Title of officer)

By Herman Oliver

Member, State Highway Commission
(Title of officer)

By ______

______
(Title of officer)

By ______

______
(Title of officer)

FEDERAL WORKS ADMINISTRATOR,

By ______
Acting Commissioner of Public Roads.

U. S. GOVERNMENT PRINTING OFFICE 16—11379

Form PR. 3—Revised

FEDERAL WORKS AGENCY
PUBLIC ROADS ADMINISTRATION

CERTIFICATE OF APPROVAL OF PLANS, SPECIFICATIONS, AND ESTIMATES

(Under "An Act to provide that the United States shall aid the States in the construction of rural roads, and for other purposes," approved July 11, 1916, and acts amendatory thereof and supplementary thereto.)

To

The Secretary of the Treasury, and

The State Highway Department of the State of Oregon

Pursuant to the acts above cited, I hereby certify—

First. That in accordance with the provisions of said acts, I have approved the plans, specifications, and estimates submitted by the State Highway Department of the State of Oregon for the construction of a highway designated in the records of this Agency as Federal Aid Project No. 133-B(2) State of Oregon

Second. That in accordance with said provisions I have approved the sum of $25,075.65 as the total estimated cost of said project, and the sum of $15,300.00 as the share of the United States, payable under said acts on account of such project, which does not exceed the authorized Federal pro rata share of said total estimated cost.

Done at the city of Washington, this ______ day of JAN 22 1941
one thousand nine hundred and ______

Federal Works Administrator,

By H. J. O'Leary
Acting Commissioner of Public Roads.

U. S. GOVERNMENT PRINTING OFFICE 16—10189

RECEIVED
JAN 1[illegible] 1941
FOR FILING

133-B-2

January 14, 1941

Pacific Portland Cement Co.
Lumbermens Building
Portland, Oregon

Gentlemen:

This will acknowledge receipt of your letter of January 13, 1941, and advise that the bonding company for A. Milne's contract No. 2360, South Newport Section of the Oregon Coast Highway, in Lincoln County, is the U. S. Fidelity and Guaranty Company, Lloyd H. Trantow, Agent, 1816 S. E. 51st Street, Portland. The completion date for this contract is set for June 30, 1941.

On A. Milne's contract No. 2352, for work on the Brookings Section of the Oregon Coast Highway, in Curry County, the bonding company is the U. S. Fidelity & Guaranty Company, McCollister & Campbell, Agents, 300 Central Building, Seattle, Washington. The scheduled completion date for this contract is August 31, 1941.

Very truly yours,

OREGON STATE HIGHWAY COMMISSION

By

RS

Secretary

CABLE ADDRESS "GOLDEN"
WESTERN UNION CODE

PACIFIC
PORTLAND CEMENT COMPANY
MANUFACTURERS OF
GOLDEN GATE AND OLD MISSION BRANDS
PORTLAND AND PLASTIC WATERPROOF PORTLAND CEMENT
Empire-Standard-Reno Hardwall Plaster and Gypsum Products

TRADE-MARKS

MAIN OFFICE, SAN FRANCISCO, CALIFORNIA
LUMBERMENS BUILDING
PORTLAND, OREGON

January 13, 1941.

H. D. Glaisyer, Sec't.,
Oregon State Highway Commission,
Salem, Oregon.

Dear Sir:

To complete our files would you please advise us the names of the bonding companies for the following Oregon State Highway Commission projects:

Curry County, Brookings Section Oregon Coast Highway, Grading and Bituminous Macadam Surfacing. 2352

Lincoln County, Newport Section Oregon Coast Highway, Grading, surfacing, oiling and concrete curbs. 2360

We would also appreciate you advising approximate date for the completion of these jobs.

Thanking you, we are,

Yours very truly,
PACIFIC PORTLAND CEMENT COMPANY.
By
District Sales Manager.

PB.

REFERRED TO
BY SECRETARY
prepare reply

Coast Wide Service — San Francisco — Los Angeles — Portland — San Diego — Seattle

RECEIVED

FEDERAL WORKS AGENCY
PUBLIC ROADS ADMINISTRATION

133-B-2

(Stencil #28)

UNITED STATES DEPARTMENT OF AGRICULTURE
BUREAU OF PUBLIC ROADS
DISTRICT No. 1

POST OFFICE BUILDING
PORTLAND, OREGON

IN YOUR REPLY PLEASE
REFER TO FILE No. Ore. FAP 133-B (2)
South Newport Section
Oregon Coast Highway

January 2, 1941

Mr. R. H. Baldock
State Highway Engineer
Salem, Oregon

Dear Sir:

We are forwarding herewith two copies of proposed project agreement for signature and return to this office.

Enclosed is an approved copy of the detail estimate, upon which the agreement was based, together with approved copy of specifications.

Very truly yours,

W. H. LYNCH
District Engineer

By L Caufield
L. J. Caufield
Sr. Highway Engineer

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NOV 25 1940
FOR FILING

133-B-2

November 9, 1940

Mr. W. H. Lynch
District Engineer
Public Roads Administration
P. O. Box 3900
Portland, Oregon

Dear Sir:

Herewith are enclosed seven copies of estimate as basis for project agreement for the South Newport Section, Project No. FA 133-B (2).

Very truly yours,

R. H. BALDOCK
Chief Engineer

By

S. H. Probert
Office Engineer

Dist. by J. W. Nash/ER

Encl.

Oregon State Highway Department   Federal Aid Project No. 133-B (2)

SOUTH NEWPORT SECTION OF THE

OREGON COAST HIGHWAY IN LINCOLN COUNTY

(Estimate as basis for project agreement. Based on low bid prices.)

Salem, Oregon, November 1, 1940

Roadway (Sta. 165+00 to 193+76.6)

240	cu. yds.	Trench Excavation	$ 1.00	$ 240.00
16,500	cu. yds.	Excavation, Single Classif.	.25	4,125.00
3,800	yd. mi.	Truck Haul	.15	570.00
.54	mile	Finishing Roadbed and Slopes	400.00	216.00
210	lin. ft.	8" Sewer Pipe	.70	147.00
50	lin. ft.	12" Sewer Pipe	1.00	50.00
470	lin. ft.	18" Sewer Pipe	2.00	940.00
11	only	Concrete Catch Basins	25.00	275.00
303	cu. yds.	Concrete Curbs	18.00	5,454.00
530	only	3/4" x 16" Dowel Bars	.20	106.00
All Required		Constructing Recesses for Curb Markers		30.00
4,300	cu. yds.	6" - 0" Material in Base	1.00	4,300.00
1,370	cu. yds.	1¼" - 0" Material in Leveling Course	2.00	2,740.00
49	cu. yds.	Filler	.30	14.70
49	yd. mi.	Hauling Filler	.15	7.35
330	M-gal.	Sprinkling	1.00	330.00
0.54	mile	Preparation of Base	200.00	108.00
665	cu. yds.	Mineral Aggregate in Place	2.50	1,662.50
63	tons	SC-6 Road Oil in Place	23.50	1,480.50
		Subtotal		$ 22,796.05
		10% Engr. & Cont.		2,279.60
		Total		$ 25,075.65

Length	0.544 mile
Cost per mile	$ 46,094.94

Federal Aid Funds- -	$ 15,300.00
State Funds- -	9,775.65
	$ 25,075.65

State Funds for Construction: Chap. 175, laws 1917; Chap. 31, laws 1920;
Chap. 529, laws 1939
Funds for Maintenance: Chap. 529, laws 1939

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SEP 12 1940
FOR FILING

September 11, 1940

Mr. A. Milne
7253 N. E. Broadway
Portland, Oregon

Dear Sir:

We are sending you today by express a fully executed copy of each of the following contracts which were awarded to you by the State Highway Commission on August 22 and 23, 1940, respectively:

Contract No. 2352 - Brookings Section of the Oregon Coast Highway, in Curry County

4 Contract No. 2360 - South Newport Section of the Oregon Coast Highway, in Lincoln County

These copies are for your records and files. We are also sending executed copies to the surety on your bonds.

Very truly yours,

STATE HIGHWAY COMMISSION
By

Secretary

MBL

RECEIVED
SEP 12 1940
FOR FILING

[illegible]

September 11, 1940

U. S. FIDELITY & GUARANTY COMPANY
c/o McCollister & Campbell, General Agents
300 Central Building
Seattle, Washington

Gentlemen:

We are sending you today by express a fully executed copy of each of the following contracts which were awarded to A. Milne by the State Highway Commission on August 22 and 23, 1940, respectively:

Contract No. 2352 - Brookings Section of the Oregon Coast Highway, in Curry County

✓ Contract No. 2360 - South Newport Section of the Oregon Coast Highway, in Lincoln County

These copies are being sent you inasmuch as you are surety for the contractor on these jobs, and are for your records and files.

Very truly yours,

STATE HIGHWAY COMMISSION
By

Secretary

MBL

FORM E-133X 10M 6-40

COMMISSIONERS
HENRY F. CABELL, CHAIRMAN
PORTLAND
HURON W. CLOUGH, MEMBER
CANYONVILLE
HERMAN OLIVER, MEMBER
JOHN DAY

OREGON
STATE HIGHWAY COMMISSION

R. H. BALDOCK, CHIEF ENGINEER
C. B. McCULLOUGH, ASS'T CHIEF ENGINEER
J. M. DEVERS, CHIEF COUNSEL
H. B. GLAISYER, SECRETARY

SALEM

IN REPLY PLEASE
REFER TO FILE NO.

RECEIVED
SEP 25 1940
FOR FILING

133-B-2

September 5, 1940

Mr. W. H. Lynch
District Engineer
Public Roads Administration
Post Office Box 3900
Portland, Oregon

Attention: Mr. T. M. Davis

Dear Sir:

Herewith three copies of resolution relative to encroachments and traffic for Project FA 133-B (2), for project in South Newport.

Very truly yours,

R. H. BALDOCK
State Highway Engineer

By Oscar Cutler

Oscar Cutler
Asst. Office Engineer

Received 9/11/40

11/4/40

OC:ME

Encl.

123-B-2

RECEIVED
SEP 17 1940
FOR FILING

UNITED STATES FIDELITY AND GUARANTY COMPANY
PORTLAND OFFICE
1112 BEDELL BUILDING, PORTLAND, OREGON
TELEPHONE: ATWATER 8511

MORRISON K. SPROTT
Manager

JOSEPH A. BOYCE
Superintendent of Claims

September 3, 1940

Oregon State Highway Commission
Salem
Oregon

Gentlemen:

At the request of McCollister & Campbell, Inc., agents of this Company in Seattle, we have countersigned and are forwarding to you by express four copies of the contract and bond, covering 0.61 miles of grading, surfacing and oiling on the South Newport Section of the Lincoln Highway, said contract being in the amount of $23.967.00.

Received 9/4/40

We are also forwarding you executed copies of the contract and bond on the Oregon State Highway contract for 0.73 miles of grading and bituminous macadam surfacing on Brookings Section of Oregon Coast Highway.

Received 9/4/40

Very truly yours,

MKSprott
Manager

k

RECEIVED
AUG 27 1940
FOR FILING

133-B-2

August 26, 1940

Mr. A. Milne
7253 N. E. Broadway
Portland, Oregon

Dear Sir:

We are sending you today by express four copies of Contract No. 2360 which was awarded to you on August 23, 1940, by the State Highway Commission, covering the grading, surfacing, and oiling of the South Newport Section of the Oregon Coast Highway, in Lincoln County.

Kindly execute all four copies of this contract as to agreement and bond and return them to this office for approval by the State Highway Commission. When this has been done a fully executed copy will be returned to you for your records and files. We will also send an executed copy to the surety on your bond.

Your special attention is called to the paragraph under Section 5 (page 14) of the printed General Provisions, relating to the Workmen's Compensation Act. You will be expected to accept the terms of this Act and to carry on your contract work in strict conformance thereto.

Your attention is also called to the paragraph on the mimeographed page immediately preceding the colored pages, relating to payment by the contractor of amounts due hospital associations, et cetera.

Very truly yours,

STATE HIGHWAY COMMISSION
By

Secretary

NOTED
D. G. DeSart

MBL

RECEIVED
AUG 26 1940
FOR FILING

133-B-2

August 24, 1940

Mr. A. Milne
7253 N. E. Broadway
Portland, Oregon

Dear Sir:

The State Highway Commission on August 23, 1940, awarded you the contract for 0.61 mile grading, surfacing and oiling on the South Newport Section of the Oregon Coast Highway. This award was based on your low bid of $23,967.50, based on the use of road oil, submitted on that date.

Contract forms will be sent to you for execution within the next few days.

Very truly yours,

Secretary

rs

cc - Mr. S. H. Probert
Mr. G. S. Paxson

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SEP 3 - 1940
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FEDERAL WORKS AGENCY
PUBLIC ROADS ADMINISTRATION
DISTRICT ONE

MONTANA
OREGON
WASHINGTON

POST OFFICE BUILDING
PORTLAND, OREGON

132-B-2

August 23, 1940

Mr. R. H. Baldock
State Highway Engineer
Salem, Oregon

Dear Sir:

This is to confirm our verbal concurrence in award of contract, as of this date, for Oregon Federal Aid Project No. 133-B (2), South Newport Section of the Oregon Coast Highway, to A. Milne, Portland, Oregon, who submitted the low bid on the basis of using road oil.

Very truly yours,

W. H. LYNCH
District Engineer

Ror

RECEIVED
AUG 19 1940
FOR FILING

133-B-2

August 19, 1940

Mr. W. H. Lynch
District Engineer
Public Roads Administration
P. O. Box 3900
Portland, Oregon

Dear Sir:

In accord with the request contained in your letter of August 16, 1940, we are sending, under separate cover, three blueprint copies of the plan title sheets for Projects Nos. FA 133-B (2) and FAS 246-C (1).

Very truly yours,

R. H. BALDOCK
State Highway Engineer

By

S. H. Probert
Office Engineer

Dist. by J. W. Nash/ER

FEDERAL WORKS AGENCY
PUBLIC ROADS ADMINISTRATION
DISTRICT ONE

MONTANA
OREGON
WASHINGTON

POST OFFICE BUILDING
PORTLAND, OREGON

August 16, 1940

Mr. R. H. Baldock
State Highway Engineer
Salem, Oregon

Dear Sir:

Please send us as soon as possible three additional title sheets for Oregon FAP 133-B (2), South Newport Section of the Oregon Coast Highway, and FAS 246-C (1), West Unit Rhea Creek-Heppner Section of the Wasco-Heppner Highway. These are to replace title sheets which were apparently lost in the mail between here and San Francisco after signature on August 7.

Very truly yours,

W H Lynch

W. H. LYNCH
District Engineer

FEDERAL WORKS AGENCY
PUBLIC ROADS ADMINISTRATION
DISTRICT ONE

MONTANA
OREGON
WASHINGTON

POST OFFICE BUILDING
PORTLAND, OREGON

August 7, 1940

Mr. R. H. Baldock
State Highway Engineer
Salem, Oregon

Dear Sir:

P. S. and E. documents for Oregon Federal Aid Project No. 133-B (2), the South Newport Section of the Oregon Coast Highway, have today been recommended for approval, subject to final review and approval by the Commissioner of Public Roads. This is your authority to advertise for bids.

Concurrence in award will be withheld pending receipt of a certificate that all necessary rights of way have been obtained. This project was approved as a minor addition to the Oregon 1941 Regular Federal Aid program under date of April 17, 1940.

The estimate has been corrected by eliminating the alternate item of tar in place from the total amount.

Very truly yours,

W H Lynch

W. H. LYNCH,
District Engineer

August 6, 1940

Mr. W. H. Lynch
District Engineer
Public Roads Administration
P. O. Box 3900
Portland, Oregon

Dear Sir:

We are enclosing herewith seven copies of estimate and three copies of right of way statement for the Newport Section, Project No. FA 135-B (2).

Five bid proposals and five sets of blueprint plans are being sent under separate cover.

Very truly yours,

R. H. BALDOCK
State Highway Engineer

By

J. W. Nash
Asst. Office Engineer

JWN:ER

Encl.

Oregon State Highway Department Federal Aid Project No. 133-B (2)

SOUTH NEWPORT SECTION OF THE
OREGON COAST HIGHWAY IN LINCOLN COUNTY

(Estimate to accompany plans and specifications. Not as basis for project agreement.)

Salem, Oregon, August 6, 1940

Roadway (Sta. 165+00 to 193+76.6)

240	cu. yds.	Trench Excavation	$ 1.00	$ 240.00
16,500	cu. yds.	Excavation, Single Classif.	.30	4,950.00
3,800	yds. mi.	Truck Haul	.12	456.00
.54	mile	Finishing Roadbed and Slopes	300.00	162.00
210	lin. ft.	8" Sewer Pipe	.60	126.00
50	lin. ft.	12" Sewer Pipe	1.00	50.00
470	lin. ft.	18" Sewer Pipe	2.00	940.00
11	only	Concrete Catch Basins	25.00	275.00
303	cu. yds.	Concrete Curbs	20.00	6,060.00
530	only	3/4" x 16" Dowel Bars	.20	106.00
All Required		Constructing Recesses for Curb Markers		50.00
4,300	cu. yds.	6" - 0" Material in Base	1.00	4,300.00
1,370	cu. yds.	1¼" - 0" Material in Leveling Course	2.00	2,740.00
49	cu. yds.	Filler	.50	24.50
49	yd. mi.	Hauling Filler	.20	9.80
330	M-gal.	Sprinkling	1.50	495.00
0.54	mile	Preparation of Base	150.00	81.00
665	cu. yds.	Mineral Aggregate in Place	3.50	2,327.50
63	tons	SC-6 Road Oil in Place	28.00	1,764.00
76	tons	Heavy Tar in Place	28.00	2,128.00
		Subtotal		$ 27,284.80
		10% Engr. & Cont.		2,728.48
		Total		$ 30,013.28

Length 0.544 mile
Cost per mile $ 55,171.47

Federal Aid Funds- -	$ 18,300.00
State Funds- -	11,713.28
	$ 30,013.28

NEWPORT SECTION

PROJECT NO. FA 133-B (2)

While negotiations for right of way are in progress, some 5 parcels have not been acquired, now has the right to occupy and use these parcels been secured, but it is now believed that all necessary right of way can be made fully available within the next 13 days.

R. H. BALDOCK
State Highway Engineer

By

J. W. Nash
Asst. Office Engineer

August 6, 1940

COMMISSIONERS
HENRY F. CABELL, CHAIRMAN, PORTLAND
E. B. ALDRICH, PENDLETON
HURON W. CLOUGH, CANYONVILLE

H. B. GLAISYER, SECRETARY

R. H. BALDOCK
STATE HIGHWAY ENGINEER
SALEM
C. B. McCULLOUGH
ASSISTANT STATE HIGHWAY ENGINEER
SALEM

OREGON STATE HIGHWAY COMMISSION
SALEM

F.A. #133-B

April 8, 1940

IN REPLY PLEASE
REFER TO FILE NO.

Mr. W. H. Lynch
District Engineer
Public Roads Administration
P. O. Box 3900
Portland, Oregon

Dear Sir:

Through oversight, we failed to include in our partial program for 1941 Regular Federal Aid Funds, a contemplated project on the Newport Section of the Oregon Coast Highway.

We request that the project be now approved as an addition to the program referred to. The program description for the project is as follows:

County- - - - - - - - - Lincoln
F. A. Project No. - - - - 133-B
F. A. Route No.- - - - - 2
Termini - Alder St. in Newport to Yaquina
Bay Bridge
Estimated Cost - - - - - $25,000
Federal Funds Requested - - $15,000
Kind of Work - Construct curbs and walks and
widen surfaced roadway
Length- - - - - - - - - 0.5 mile
Name of Section- - - - - Newport Section

Very truly yours,

R. H. Baldock
State Highway Engineer

CONTRACT# 2361

21-4209 Yaquina Bay Bridge, pier fenders
Oregon Coast Hwy. at Newport 1940

#2361

RECEIVED
JUN 26 1941
FOR FILING

21-4309

June 26, 1941

Mr. Tom Lillebo
Reedsport, Oregon

Dear Sir:

At the meeting of the State Highway Commission held on April 3, 1941, the following action was taken on your request for an extension of time:

> "Tom Lillebo, contract No. 2361, for construction of fenders on the Yaquina Bay Bridge piers on the Oregon Coast Highway at Newport, Lincoln County, requested an extension of time of twenty days, from January 31 to February 20, 1941, within which to complete this job. He attributed his failure to complete the project within the specified time limit to bad weather conditions which did not permit work on certain days without endangering the lives of his crew. The Engineer advised that the main reason that the contractor failed to complete the project within the specified time limit was the fact that he rented a pile driver for the work and the owner of the same took it off the job on December 1 and did not return it to Mr. Lillebo until January 9, 1941. He gave as his thought that this is no valid reason for granting the extension of time without penalty and he accordingly recommended approval of the request for an extension of time subject to the condition that the contractor reimburse the state for engineering expense incurred on the job subsequent to January 31, 1941, the specified date of completion. The Commission approved the recommendation unanimously."

Very truly yours,

OREGON STATE HIGHWAY COMMISSION

By

Secretary

RS

cc - Eason

RECEIVED
APR 28 1941
FOR FILING

21-4807

April 26, 1941

U. S. Fidelity & Guaranty Company
Bedell Building
Portland, Oregon

Attention H. K. Sprott, Local Agent

Gentlemen:

You are hereby notified that State Highway Contract No. 2361 for work on Yaquina Bay Bridge Pier Fenders on the Newport Section of the Oregon Coast Highway, in Lincoln County, has been completed by the contractor, Tom Lillebo, and that final settlement will be made with said contractor on or after May 6, 1941.

The state is not advised of any unpaid claims for labor or materials, or of the existence of any claims, debts, dues, or demands incurred in the performance of such work and remaining unsatisfied, and you are advised that the state assumes no responsibility for any such claims should there be any.

This notice is served upon you since you appear as surety on the bond furnished by the above contractor. Kindly acknowledge receipt of this letter.

For your information we wish to advise that the total amount paid the contractor in connection with this contract will be $15,526.76, including final payment, and that no force account work was performed therein. This contract was completed February 19, 1941, but has not yet been accepted by the Commission.

Very truly yours,

STATE HIGHWAY COMMISSION

By
Secretary

DGD:mbl

a

UNITED STATES FIDELITY AND GUARANTY COMPANY
PORTLAND OFFICE
1112 BEDELL BUILDING, PORTLAND, OREGON
TELEPHONE: ATWATER 8511

MORRISON K. SPROTT
Manager

JOSEPH A. BOYCE
Superintendent of Claims

21 - 4209

March 7, 1941

H. B. Glaisyer
Sec. of Oregon State Highway Commission
Salem, Oregon

Dear Mr. Glaisyer:

RE: Tom Lillebo - 58600-12-416-40

We have a $15,865.00 bond outstanding for Tom Lillebo of Reedsport, Oregon to cover a contract of a similar amount for redriving pier fenders for Yaquina Bay Bridge, Oregon Coast Highway at Newport, State project No. 2361.

We would like very much to know the present status of this contract and enclose herewith a form which may be used for this purpose. We would appreciate it very much if you would kindly complete the enclosed form and then return it to us. We enclose a self addressed envelope for your convenience in replying and want to take this opportunity to thank you for your kindness.

Yours very truly,

Supt. of Surety

RCW:AS
Encl.

NOTED
D. G. DeSart

FORM E-30 REVISED [illegible]
21-4209

OREGON STATE HIGHWAY COMMISSION

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
February 24, 1941

Subject: Yaquina Bay Pier Fenders

To: Mr. H. B. Glaisyer
Secretary
Office

Dear Sir:

For your information, Tom Lillebo completed work on Contract No. 2361, pier fenders for the Yaquina Bay Bridge in Lincoln County, on February 19, 1941. Please secure authority from the Commission to pay the final estimate on this job.

The specified date for completion of the work was January 31, 1941. We are arranging with the contractor to present his formal request for extension of time. This will be handed to you as soon as it is received.

Yours very truly,

G. S. Paxson
Bridge Engineer

By W A Reeves

W. A. Reeves
Bridge Office Engineer

CAG:TH
cc: C. A. Gardner

April 3, 1941
Secretary

NOTED
D. G. DeSart

RECEIVED
SEP 12 1940
FOR FILING

[illegible]

September 11, 1940

Mr. Tom Lillebo
Reedsport, Oregon

Dear Sir:

We are sending you today by express a fully executed copy of Contract No. 2361 which was awarded to you by the State Highway Commission on August 23, 1940, covering the redriving of pier fenders for the Yaquina Bay Bridge at Newport, on the Oregon Coast Highway, in Lincoln County.

This copy is for your records and files. We are also sending an executed copy to the surety on your bond.

Very truly yours,

STATE HIGHWAY COMMISSION
By

Secretary

MBL

RECEIVED
SEP 12 1940
FOR FILING

21-4389

September 11, 1940

U. S. FIDELITY & GUARANTY COMPANY
M. K. Sprott, Resident Agent
Bedell Building
Portland, Oregon

Gentlemen:

We are sending you today by express a fully executed copy of Contract 2361 which was awarded to Tom Lillebo by the State Highway Commission on August 23, 1940, covering the redriving of pier fenders for the Yaquina Bay Bridge at Newport, on the Oregon Coast Highway, in Lincoln County.

This copy is for your records and files, inasmuch as you are surety for the contractor on this job.

Very truly yours,

STATE HIGHWAY COMMISSION
By

Secretary

MBL

RECEIVED
17 1940
FOR FILI

UNITED STATES FIDELITY AND GUARANTY COMPANY
PORTLAND OFFICE
1112 BEDELL BUILDING, PORTLAND, OREGON
TELEPHONE: ATWATER 8511

MORRISON K. SPROTT
Manager

JOSEPH A. BOYCE
Superintendent of Claims

September 3, 1940

Oregon State Highway Commission
Salem
Oregon

Gentlemen:

We have today executed a $15,865 Performance Bond on behalf of Tom Lillebo of Reedsport, Oregon, covering Oregon State Highway Contract 2361, Yaquina Bay Bridge Pier Fenders in Lincoln County on the Oregon Coast Highway.

Four copies of the contract and bond are being sent to you by express. We trust that our enclosures will meet with your approval.

Very truly yours,

M K Sprott
Manager

k

Received
9/4/40

RECEIVED
AUG 28 1940
FOR FILING

21-4257

August 27, 1940

Mr. Tom Lillebo
Reedsport, Oregon

Dear Sir:

We are sending to you today by express four copies of Contract No. 2361, which was awarded to you on August 23, 1940, by the State Highway Commission, for redriving the pier fenders for the Yaquina Bay Bridge, on the Oregon Coast Highway at Newport, in Lincoln County.

Kindly execute all four copies of this contract as to agreement and bond and return them to this office for approval by the State Highway Commission. When this has been done, a fully executed copy will be returned to you for your records and files. We will also send an executed copy to the surety on your bond.

Your special attention is called to the provision under Section 7 of the General Provisions which relates to the Workmen's Compensation Act. You will be expected to accept the terms of this Act and to carry on your contract work in strict conformance thereto.

Your attention is also called to the paragraph under Section 7 which relates to payment by the contractor of amounts due hospital associations, et cetera.

Yours very truly,

OREGON STATE HIGHWAY COMMISSION

By

RS

Secretary

NOTED
D. G. DeSart

RECEIVED
AUG 26 1940
FOR FILING

21-4209

August 24, 1940

Mr. Tom Lillebo
Reedsport, Oregon

Dear Sir:

The State Highway Commission on August 23, 1940, awarded you the contract for the redriving of the pier fenders for the Yaquina Bay Bridge, Oregon Coast Highway at Newport, in Lincoln County. This award was based on your low bid of $15,865.00, submitted on that date.

Contract forms will be sent to you for execution within the next few days.

Very truly yours,

rs

Secretary

cc - Mr. S. H. Probert
Mr. C. S. Paxson

CONTRACT# 2362

127-4205 King Creek Culvert
Salem-Dayton Secon.Hwy. 1940

#2362

R

RECEIVED
NOV 21 1941
FOR FIL

127-4205

November 19, 1941

Mr. J. F. Johnston
800 Sheridan Street
Newberg, Oregon

Dear Sir:

The State Highway Commission, at its meeting on October 17, 1941, granted you the extension of time requested from December 31, 1940, to October 3, 1941, without penalty, in connection with contract No. 2362 for construction of the King Creek Culvert on the Salem-Dayton Secondary Highway near West Salem, in Polk County.

Very truly yours,
STATE HIGHWAY COMMISSION

By

Secretary

MM

cc - F. D. Mason

R

RECEIVED
OCT - 9 1941
FOR FILING

127-4305

October 9, 1941

L. A. West
Columbia Casualty Co.
Failing Building
Portland, Oregon

Dear Sir:

You are hereby notified that State Highway Contract No. 2362, for King Creek Culvert near West Salem on the Salem-Dayton Highway in Polk County has been completed by the contractor J. F. Johnston and that final settlement will be made by the state with said contractor on or after October 18, 1941.

The state is not advised of any unpaid claims for labor or materials, or of the existence of any claims, debts, dues, or demands incurred in the performance of such work and remaining unsatisfied, and you are advised that the state assumes no responsibility for any such claims should there be any.

This notice is served upon you since you appear as surety on the bond furnished by the above contractor. Kindly acknowledge receipt of this letter.

For your information we wish to advise that the total amount paid the contractor in connection with this contract will be $5,919.85, including final payment of which $23.13 is for force account work. This contract was completed on October 1, 1941, but has not as yet been accepted by the Commission.

Yours very truly,

OA

Secretary

NOTED
D. C. DeSart

RECEIVED
DEC 16 1940
FOR FILING

1-7-4[illegible]

December 14, 1940

Columbia Casualty Company
L. A. West
Failing Building
Portland, Oregon

Gentlemen:

You are advised that it is the intention of the State Highway Commission to make semi-final payment to J. F. Johnston on contract No. 2362, for construction of the King Creek Culvert near West Salem on the Salem-Dayton Highway in Polk County. This payment, in the amount of $2,127.33, will be made on or after December 24, 1940. The retained percentage is $177.60.

The state is not advised of any unpaid claims for labor or materials, or of the existence of any claims, debts, dues, or demands incurred in the performance of such work and remaining unsatisfied, and you are advised that the state assumes no responsibility for any such claims should there be any.

Kindly acknowledge receipt of this letter.

Very truly yours,

OREGON STATE HIGHWAY COMMISSION

By

RS

Secretary

NOTED
D. G. DeSart

RECEIVED
SEP 12 1940
FOR FILING

127-43-1

September 11, 1940

Mr. J. F. Johnston
800 Sheridan Street
Newberg, Oregon

Dear Sir:

We are sending you today by express a fully executed copy of Contract No. 2362 which was awarded to you by the State Highway Commission on August 23, 1940, covering the construction of the King Creek Culvert on the Salem-Dayton Secondary Highway, in Polk County.

This copy is for your records and files. We are also sending an executed copy to the surety on your bond.

Very truly yours,

STATE HIGHWAY COMMISSION
By

Secretary

MBL

RECEIVED
SEP 12 1940
FOR FILING

127-4 [illegible]

September 11, 1940

COLUMBIA CASUALTY COMPANY
c/o L. A. West
Failing Building
Portland, Oregon

Gentlemen:

We are sending you today by express a fully executed copy of Contract No. 2362 which was awarded to J. F. Johnston by the State Highway Commission on August 23, 1940, covering the construction of the King Creek Culvert on the Salem-Dayton Secondary Highway, in Polk County.

This copy of the contract is being sent you since you appear as surety for the contractor on this job, and is for your records and files.

Very truly yours,

STATE HIGHWAY COMMISSION
By

Secretary

MBL

RECEIVED
AUG 28 1940
FOR FILING

127-1805

August 27, 1940

Mr. J. F. Johnston
800 Sheridan Street
Newberg, Oregon

Dear Sir:

We are sending to you today by express four copies of Contract No. 2362, which was awarded to you on August 23, 1940, by the State Highway Commission, for the reconstruction of the King Creek Culvert on the Salem-Dayton Secondary Highway, in Polk County.

Kindly execute all four copies of this contract as to agreement and bond and return them to this office for approval by the State Highway Commission. When this has been done, a fully executed copy will be returned to you for your records and files. We will also send an executed copy to the surety on your bond.

Your attention is called to the provision under Section 7 of the General Provisions which relates to the Workmen's Compensation Act. You will be expected to accept the terms of this Act and to carry on your contract work in strict conformance thereto.

Your attention is also called to the paragraph under Section 7 which relates to payment by the contractor of amounts due hospital associations, et cetera.

Yours very truly,

OREGON STATE HIGHWAY COMMISSION

By

Secretary

RS

NOTED
D. G. DeSart

RECEIVED
AUG 26 1940
FOR FILING

127-4205

August 24, 1940

Mr. J. F. Johnston
800 Sheridan Street
Newberg, Oregon

Dear Sir:

The State Highway Commission on August 23, 1940, awarded you the contract for the reconstruction of the King Creek Culvert on the Salem-Dayton Secondary Highway, in Polk County. This award was based on your low bid of $5,000.00, submitted on that date.

Contract forms will be sent to you for execution within the next few days.

Very truly yours,

Secretary

rs

cc - Mr. S. H. Probert
Mr. G. S. Paxson

CONTRACT# [redacted] 2363

29-1107 Beaver Creek Bridge Section
Oregon Coast Highway
#2363 1940

RECEIVED
MAY 10 1941
FOR FILING

29-1107

May 9, 1941.

General Casualty Co. of America
Mansfield & Company
Lewis Building
Portland, Oregon

Dear Sirs:

You are hereby notified that State Highway contract No. 2363 for work on the Beaver Creek Section of the Oregon Coast Highway, in Tillamook County, has been completed by the contractor, Birkemeier & Saremal, and that final settlement will be made on or after May 19, 1941.

The state is not advised of any unpaid claims for labor or materials, or of the existence of any claims, debts, dues, or demands incurred in the performance of such work and remaining unsatisfied, and you are advised that the state assumes no responsibility for any such claims should there be any.

This notice is served upon you since you appear as surety on the bond furnished by the above contractor. Kindly acknowledge receipt of this letter.

For your information we wish to advise that the total amount paid the contractor in connection with this contract will be $11,401.62, including final payment, of which $143.42 is for force account work. This contract was completed on Dec. 6, 1940 and accepted by the Commission on Jan. 21, 1941.

Yours very truly,

STATE HIGHWAY COMMISSION

By

OA

Secretary

NO.
D. G. D

6

FORM E-30 REVISED

RECEIVED
DEC 24 1940
FOR FILING

29 - 1107

OREGON STATE HIGHWAY COMMISSION

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
December 24, 1940

Subject:

To: Mr. C. B. McCullough
Assistant Chief Engineer
Office

Dear Sir:

The widening of the Beaver Creek Bridge at Beaver is complete with the exception of the field paint on the metal handrail. Weather conditions are such that we are postponing the painting of the handrail until next spring. It is estimated that the cost of the work yet to be done will not exceed $50, and it is our intention to take a certified check in this amount from the contractors and final out the job without any retained percentage.

Very truly yours,

G. S. Paxson

G. S. Paxson
Bridge Engineer

GSP CM

NOTED
C. B. McCullough

RECEIVED
SEP 5 1940
FOR FILING

27-1107

September 5, 1940

BIRKEMEIER & BAREMAL
442 Sherlock Building
Portland, Oregon

Gentlemen:

We are sending you today by express a fully executed copy of Contract No. 2363 which was awarded to you by the State Highway Commission on August 23, 1940, covering the widening of Beaver Creek Bridge on the Oregon Coast Highway, in Tillamook County.

This copy is for your records and files.

Very truly yours,

STATE HIGHWAY COMMISSION
By

Secretary

MC:MBL

RECEIVED
AUG 26 1940
FOR FILING

29 1107

August 26, 1940

Birkemeier & Saremal,
Sherlock Building
Portland, Oregon

Gentlemen:

We are handing to you, herewith, four copies of State Highway Contract No. 2363 which was awarded to you on August 23, 1940, covering the widening of the bridge over Beaver Creek, on the Oregon Coast Highway, in Tillamook County.

Please execute all four copies of this contract as to agreement and bond and return them to this office for approval by the State Highway Commission. As soon as this is secured we will send you a fully executed copy for your records and files and will also furnish the surety on your bond an executed copy.

Your attention is called to the provision under Section 7 of the General Provisions which relates to the Workmen's Compensation Act. You are expected to accept the terms of this act and to carry on your work on this project in strict conformance thereto.

Your attention is also called to the paragraph under Section 7 which relates to payment by the contractor of amounts due hospital associations, et cetera.

Yours very truly,

HBG:MC

Secretary

Note: These contracts handed to Mr. Saremal this date.

RECEIVED
AUG 26 1940
FOR FILING

29-1107

August 24, 1940

Birkemeier & Seremal
Sherlock Building
Portland, Oregon

Gentlemen:

The State Highway Commission on August 23, 1940, awarded you the contract for widening the existing bridge over Beaver Creek, at Beaver, Oregon Coast Highway in Tillamook County. This award was based on your low bid of $11,375.00, submitted on that date.

Contract forms will be sent to you for execution within the next few days.

Very truly yours,

Secretary

rs

cc - Mr. S. H. Probert
Mr. G. S. Paxson

RECEIVED
AUG 13 1940
FOR FILING

August 10, 1940

Coast
Projects
Bridge

Mr. F. D. Eason
Division Engineer
Oregon State Highway Commission
Salem, Oregon

Dear Sir:

This is to assure you that Tillamook County has no objections to the Highway Commission using County property in the improvement of the Beaver Bridge. This property lies between Beaver Creek and the Highway, north of the present bridge.

Very truly yours,
TILLAMOOK COUNTY COURT

By
Harland M. Woods
County Judge

HMW/vd
cc-J. H. Scott
R. H. Baldock

COPY

CONTRACT # [redacted] 2364

15-4209 Gold Hill Rock Production Project
Sams Valley & Pacific Hwys. 1940
#2364

R.H. Baldock.

15-4209

July 29th, 1941

FINAL COST ANALYSIS
Gold Hill Rock Production

Pacific Highway and Sams Valley Secondary Highway in Jackson County
Contract 2364
Prefix 15-4209
R. I. Stuart & Sons, Contractors
C. C. Gall, Resident Engineer

Item	Cost	Quantity	Unit Cost	Unit Bid	Gross Revenue
3/4"-½" Cr. Gravel in S.P.	$3,902.35	4,275.7 Cu. Yd.	$0.91	$1.00	$4,275.70
½"-¼" " " " "	7,514.01	8,232.9 " "	0.91	1.00	8,232.90
¼"-0" " " " "	2,464.24	2,700.0 " "	0.91	0.20	540.00
Haul Cr. Gravel, Pile Meas.	6,735.43	76,154.3 Yd. Mi.	0.09	0.08	6,092.34
Screen Rejects	848.08	3,392.3 Cu. Yd.	0.25	0.25	848.08
	$21,464.11				$19,989.02

Total Cost	$21,464.11
Gross Revenue	19,989.02
Net Loss	$1,475.09

Net Loss Equals 7.38% of Gross Revenue

NOTED
State Highway Engineer

Contract 2364

Details of Cost

Labor:

Supervision - Miles Stuart $6\frac{1}{2}$ mo. at $150.00	$975.00	
Labor	6,972.00	
State Industrial Accident - $4\frac{1}{2}$% of P/R	313.74	
Unemployment Compensation	209.16	
Old Age Benefit	69.72	
		$8,539.62

Miscellaneous:

Equipment Rental (Including Repairs)	$6,760.55	
Gas, Oil and Grease	3,670.55	
Plant Electricity	875.50	
Move In & Set Up	500.00	
Small Tools & Miscellaneous	429.00	
Overhead Expense	191.00	
Home Office Expense	298.00	
Bond	199.89	
		12,924.49
Total Cost		$21,464.11

Contract 2364

Analysis of Crushing Costs

Item	Cost	Quantity	Unit Cost
Move In & Set Up	$522.19	15,208.6 Cu. Yd.	$0.0344
Load Pit Material	2,473.52	" " "	0.1626
Haul Pit Material	2,544.59	" " "	0.1673
Plant Operation	6,292.08	" " "	0.4137
Haul Rejects	1,364.60	" " "	0.0897
Cost in Bunker	$13,196.98	15,208.6 Cu. Yd.	$0.8677

Contract 2364

REMARKS:

This was a "State Project" consisting of furnishing 15,100 cubic yards of crushed gravel in stockpiles. The job was bid August 22, 1940 and awarded August 28. Work was started September 23, and completed March 18, 1941.

The move in and set up cost was very low as the contractor had to move only a mile from a previous set-up on a commercial contract. The plant consisted of an 8 x 36 jaw crusher, 2 ft. cone crusher, 3 x 4 single-deck scalping screen, 3 x 8 double-deck screen, 40 ft. bucket conveyor, 50 ft. reject belt conveyor, small water pump and a 5 h.p., a 15 h.p. and a 60 h.p. electric motor receiving power from a power line through a transformer.

The gravel source was a dry bar 15 ft. deep with few large stones and a large percentage of fines. It was necessary to work over a large area to secure sufficient acceptable material. A Hyster ½-yard shovel loaded 24,800 cu. yd. of pit material in 1,029 hours, averaging 24 cu. yd. per hour. Two pit trucks hauled to the plant, one of them also hauling scalped 1" - 0 to a reject pile. Scalped material amounted to about 6,000 cu. yd. or 25% of the pit material. The plant operated 1,030 hours to produce 15,210 cu. yd. of crushed gravel and 3,400 cu. yd. of ¼"-0 screen rejects, averaging 18 cu. yd. per hour. Crushed material was washed on the separating screen.

Operating costs were not high, but the long time required to complete the job caused by slow rate of production and large percentage of fines resulted in a loss to the contractor on this project.

E. H. Clymer
Cost Analyst

By . . M. G. Smith

RECEIVED
JUL 17 1941
FOR [illegible]

R

15-4207

July 17, 1941

R. I. Stuart & Sons
521 N. Fir St.
Medford, Oregon

Gentlemen:

At the meeting of the State Highway Commission held on June 13 the following action was taken on your request for an additional extension of time:

"R. I. Stuart & Sons, contract No. 2364, for furnishing crushed gravel, in stock piles, for the Pacific Highway and the Sams Valley Secondary Highway, near Gold Hill, in Jackson County, requested an additional extension of time of sixteen days, from March 2 to March 18, 1941, within which to complete this job. They alleged that their failure to complete the project within the specified time limit was due to shortage of rock and a large amount of dirt and sand overburden in the gravel pit. The Engineer advised that this contract was awarded on August 28, 1940, and provided for the completion of the work by January 31, 1941. Further, that he knows of no good reason why the job should not have been completed within the specified time. He recommended that the extension of time requested be granted, but that the contractor be charged for the extra engineering expense incurred by the state subsequent to the specified date of completion. The Commission approved the recommendation."

Very truly yours,

OREGON STATE HIGHWAY COMMISSION

By

Secretary

RS

a

RECEIVED
JUN 27 1941
FOR FILING

15-42-7

June 27, 1941

General Casualty Co. of America
H. H. Brown
Board of Trade Building
Portland, Oregon

Gentlemen:

You are hereby notified that State Highway Contract No. 2364 for work on the Gold Hill Section of the Pacific & Sams Valley Secondary Highway in Jackson County, has been completed by the contractors R. L. Stuart & Sons and that final settlement will be made on or after July 7, 1941.

The state is not advised of any unpaid claims for labor or materials, or of the existence of any claims, debts, dues, or demands incurred in the performance of such work and remaining unsatisfied and you ar advised that the state assumes no responsibility for any such claims should there be any.

This notice is served upon you since you appear as surety on the bond furnished by the above contractor. Kindly acknowledge receipt of this letter.

For your information we wish to advise that the total amount paid the contractor in connection with this contract will be $19,748.92, including final payment and that no force account work was performed therein. This contract was completed on March 18, 1941, and accepted by the Commission on June 13, 1941.

Yours very truly,

STATE HIGHWAY COMMISSION

By

OA

Secretary

NOTED
D. G. DeSart

RECEIVED
MAY 7 1941
FOR FILING

15-4209

May 6, 1941

General Casualty Co. of America
H. H. Brown
Board of Trade Building
Portland, Oregon

Dear Sirs:

You are advised that it is the intention of the State Highway Commission to make semi-final payment to R. L. Stuart & Sons, on contract No. 2364, to furnish crushed gravel in stock pile on Gold Hill Section of Pacific & Sams Valley Secondary Highway in Jackson County. This payment, in the amount of $1,433.29, will be made on or after May 16, 1941. The retained percentage is $599.67.

The state is not advised of any unpaid claims for labor or materials, or of the existence of any claims, debts, dues, or demands incurred in the performance of such work and remaining unsatisfied, and you are advised that the state assumes no responsibility for any such claims should there be any.

Kindly acknowledge receipt of this letter.

Yours very truly,

STATE HIGHWAY COMMISSION

By

DGD:OA

Secretary

NOTED
D. G. DeSart

RECEIVED
APR 23 1941
FOR FILING

15-4209

April 22, 1941

Shell Oil Company
1220 S. W. Morrison Street
Portland, Oregon

Attention: Frank J. Hurner

Dear Sirs:

This will acknowledge receipt of your letter of April 21st requesting progress reports on two contracts with R. L. Stuart & Sons.

On contract No. 2353 for furnishing crushed gravel in stock piles on the Little Butte Creek-Cascade Gorge Section of the Crater Lake and Sams Valley highways there has been paid to date for work performed to April 15, 1941, the total of $3066.03. The percentage retained on this project is $541.07. It is estimated this work will be completed by May 31, 1941.

On contract No. 2364 for furnishing crushed gravel in stock piles on the Gold Hill Section of the Pacific & Sams Valley highways there has been paid to date the total of $10,389.35. The retained percentage is $599.67. This work was completed on March 18, 1941, and the above amounts represent semifinal payment on this project.

Yours very truly,

STATE HIGHWAY COMMISSION

By

DGB:OA

Secretary

✓

Form E-1—5M—10-40

OREGON STATE HIGHWAY COMMISSION

FIELD ENGINEER'S WEEKLY REPORT

FOR CONSTRUCTION PROJECTS ONLY

For Week Ending March 22nd., 1941, 19

Section Gold Hill Rock Production

Kind of work Crushed Materials in Stockpiles

Highway Pacific and Sams Valley

Section prefix 15 - 4209

Contractor R. I. Stuart and Sons

Contract number 2364

Date of contract August 28th., 1940, 19

Date of completion January 31st., 1941, 19

Date work started September 23rd., 1940, 19

Estimated date of completion March 18th., 1941, 19

Amount of contract $ 18,940.00

Per cent of time elapsed 135.0% %

Estimated cost of completed project, exclusive of engineering $ 20,217.00

Per cent of contract completed, based on total contract price 100% %

Engineering cost to date, $ 1,250.00, 6.43% %

Date project was completed March 18th., 1941, 19

General information covering progress of work by party and by contractor, important development, instructions to contractors, instructions from Division Engineers, exchanges in personnel of party, etc.:

Job completed Tuesday, March 18th.

Signed Glenn E. Roberts.

Address P. O. Box 306, Grants Pass, Oregon.

Mail original copy to Salem and duplicate copy to Division Engineer on Saturday of each week, retain triplicate copy for your own file

	GRADING	SURFACING	MAINTENANCE MATERIALS	OIL AND BITUMINOUS MACADAM	PAVING
Miles in project			xxxxxx		
Miles partially completed			xxxxxxx		
Miles completed			xxxxxx		
Total estimated quantities			15,100		
Estimated quantities moved or placed to date			15,100		
Average daily quantities			xxxxxx		
Average daily quantities necessary to complete project on time			Completed		
Number shifts per day			1		
Hours per shift			8		
Average force on project for week			10		

Percentages of men employed on contract to be secured from:

.... County, ...%; .... County, ...%; .... County, ...%; .... County, ...%

	NUMBER USED AND SECURED FROM					CONTRACTOR'S KEY MEN, ETC.	TOTAL
	COUNTY	COUNTY	COUNTY	COUNTY	OTHER SOURCES		
Men							
Men and teams							
Men and trucks under 3 tons							
Men and trucks over 3 tons							
Men and tractors							

Equipment used during week: Shovels 1, Power graders ...., Rollers ...., Mixers ...., Crushing or screening plants 1..........,

Compressors ...., Bulldozers ...., Sheet-foot rollers ...., Trucks 3 ...., ..., ...

	WEATHER	HRS. DELAY	CAUSE OF DELAY
Sunday	Bright		
Monday	Showers		
Tuesday	Fair		
Wednesday	Rain		
Thursday	Fair		
Friday	Bright		
Saturday	Showers		

STATE PRINTING DEPT.

6

RECEIVED
APR 1 1941
FOR FILING

15-4209

April 1, 1941

R. I. Stuart & Sons
521 N. Fir St.
Medford, Oregon

Gentlemen:

At the meeting of the State Highway Commission held on February 14, 1941, the following action was taken on your request for extension of time:

"R. I. Stuart & Sons, contract No. 2364, for furnishing crushed rock in stock piles for the Gold Hill Section of the Pacific Highway and Sams Valley Secondary Highway, in Jackson County, requested an extension of time of 30 days, from January 31 to March 2, 1941, within which to complete this job. They attributed their failure to complete the project within the specified time limit to excessive amount of dirt and sand in their gravel pit, requiring the handling of much more material than would have been necessary otherwise. The Engineer stated that the pit used by the contractor had been used before, and that the contractor should have known what to anticipate, therefore in his estimation the excuse given by the contractor for failure to complete the job on time is not a valid one. He recommended in view thereof that the extension of time requested be granted subject to the condition that the contractor reimburse the state for extra engineering expense incurred subsequent to the specified completion date. The Commission approved the recommendation."

Very truly yours,

OREGON STATE HIGHWAY COMMISSION

By

Secretary

RS

cc - K. D. Lytle

RECEIVED
SEP 12 1940
FOR FILING

15-4307

September 11, 1940

R. I. STUART & SONS
521 N. Fir Street
Medford, Oregon

Gentlemen:

We are sending you today by express a fully executed copy of each of the following contracts which were awarded to you by the State Highway Commission on August 22 and 28, 1940, respectively:

Contract No. 2353 - Little Butte Creek-Cascade Gorge Section of the Crater Lake Highway, in Jackson County

✓ Contract No. 2364 - Gold Hill Rock Production Project, in Jackson County

These copies are for your records and files. We are also sending an executed copy to the surety on your bond.

Very truly yours,

STATE HIGHWAY COMMISSION
By

Secretary

MBL

RECEIVED
SEP 12 1940
FOR FILING
[illegible]

September 11, 1940

General Casualty Company of America
H. H. Brown, Resident Agent
601 Board of Trade Building
Portland, Oregon

Gentlemen:

We are sending you today by express a fully executed copy of each of the following contracts which were awarded to R. I. Stuart & Sons by the State Highway Commission on August 22 and 28, 1940, respectively:

Contract No. 2353 - Little Butte Creek-Cascade Gorge Section of the Crater Lake Highway, in Jackson County

✓ Contract No. 2364 - Gold Hill Rock Production Project, in Jackson County

This copy is being sent you inasmuch as you are surety for the contracting firm on this job, and is for your records and files.

Very truly yours,

STATE HIGHWAY COMMISSION
By

Secretary

MBL

15-4209

August 28, 1940

R. I. Stuart & Sons,
521 North Fir Street
Medford, Oregon

Gentlemen:

Confirming my wire to you of this date, the State Highway Commission awarded to you today contract covering the furnishing of approximately 15,100 cu. yds. of crushed gravel, in stock piles, for the Gold Hill Rock Production Project on the Sams Valley and Pacific Highways, in Jackson County. This award was based on your low bid of $18,940.00 submitted on August 22, 1940.

Contract forms will be sent to you in a few days for execution.

Yours very truly,

HBG:MC Secretary

cc - S. H. Probert

Sex confirmed

M

	DESIRED		
		CABLE	
TELEGRAM	X	ORDINARY	
DAY LETTER		URGENT RATE	
SERIAL		DEFERRED	
NIGHT LETTER		NIGHT LETTER	
SPECIAL SERVICE		SHIP RADIOGRAM	

Patrons should check class of service desired, otherwise the message will be transmitted as a telegram or ordinary cablegram.

COPY OF
WESTERN UNION TELEGRAM

SALEM, OREGON
AUGUST 28, 1940

R. I. STUART & SONS
521 NORTH FIR STREET
MEDFORD, OREGON

STATE HIGHWAY COMMISSION AWARDED TO YOU TODAY CONTRACT COVERING THE GOLD HILL ROCK PRODUCTION PROJECT ON THE SAMS VALLEY AND PACIFIC HIGHWAYS IN JACKSON COUNTY BASED ON LOW BID SUBMITTED BY YOU AUGUST TWENTY SECOND. CONTRACT FORMS FOLLOW SHORTLY

OREGON STATE HIGHWAY COMMISSION
H. B. GLAISYER, SECRETARY

C L #2364

---

fully executed copy will be returned to you for your records and files. We will also send an executed copy to the surety on your bond.

Your special attention is called to the paragraph under Section 5 (page 14) of the printed General Provisions, relating to the Workmen's Compensation Act. You are expected to accept the terms of this Act and to carry on your work under this contract in strict conformance thereto.

Your attention is also called to the paragraph on the second page of the mimeographed Additional Special Provisions immediately following page No. 16, relating to payment by the contractor of amounts due hospital associations, et cetera.

Very truly yours,

STATE HIGHWAY COMMISSION
By

Secretary

NOTED
D. G. DeSart

MBL

RECEIVED
AUG 29 1940
FOR FILING

11-4209

August 28, 1940

R. I. STUART & SONS
521 North Fir Street
Medford, Oregon

Gentlemen:

We are sending you today by express four copies of Contract No. 2364 which was awarded to you by the State Highway Commission on August 28, 1940, covering the furnishing of crushed gravel in stock piles on the Gold Hill Section of the Pacific Highway and the Sams Valley Secondary Highway, in Jackson County.

Kindly execute all four copies of the contract as to agreement and bond and return them to this office for approval by the State Highway Commission. When this has been done a fully executed copy will be returned to you for your records and files. We will also send an executed copy to the surety on your bond.

Your special attention is called to the paragraph under Section 5 (page 14) of the printed General Provisions, relating to the Workmen's Compensation Act. You are expected to accept the terms of this Act and to carry on your work under this contract in strict conformance thereto.

Your attention is also called to the paragraph on the second page of the mimeographed Additional Special Provisions immediately following page No. 16, relating to payment by the contractor of amounts due hospital associations, et cetera.

Very truly yours,

STATE HIGHWAY COMMISSION
By

Secretary

NOTED
D. G. DeSart

MBL

CONTRACT# 2365

66-3 Troy Ranch Sec., Old Oregon Trail 1940

#2365

FORM E-30 30M 6-41

OREGON STATE HIGHWAY COMMISSION

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
February 7, 1942

Subject:

To:

Mr. C. B. McCullough,

Office.

Dear Sir:

You will recall that there is a controversy with the Troy people of Baker County growing out of a condemnation action which we have pending. As one element of damage in the condemnation action they set up a claim of, I think, $1,000 which they say represents damage to the residence, which damage was caused by shooting in connection with McNutt Brothers' contract. I am of the opinion that the claim is more or less phoney, but I have advised McNutt Brothers that the claim is one which they must take care of rather than the State in its condemnation action.

I would like to get what information there is and to that end I wish you would ask the Resident Engineer who was on the McNutt job to tell us all he knows about the shooting and what, if any, complaints were made at the time, in fact tell us all he knows about that particular item. Then if you think it advisable you might ask the Division Engineer to inspect the Troy property some time when he is over there and give us his ideas as to whether or not any great damage was done by the contractor.

Yours very truly,

JMD

J. M. DEVERS

JMD:PW

R

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JAN 16 1942
FOR FILING

FORM 2-[illegible] 19M 9-[illegible]

COMMISSIONERS
HENRY F. CABELL, CHAIRMAN
PORTLAND
HURON W. CLOUGH, MEMBER
CANYONVILLE
HERMAN OLIVER, MEMBER
JOHN DAY

OREGON
STATE HIGHWAY COMMISSION

R. H. BALDOCK, CHIEF ENGINEER
C. B. McCULLOUGH, ASS'T CHIEF ENGINEER
J. M. DEVERS, CHIEF COUNSEL
H. B. GLAISYER, SECRETARY

SALEM

66-3

2365

January 14, 1942

IN REPLY PLEASE
REFER TO FILE NO.

McNutt Bros.,
Eugene, Oregon.

Gentlemen:

I called to the attention of the Highway Department engineers the claim now being urged against you for damage done the Troy home at Pleasant Valley in Baker County, which damage it is claimed was caused by shooting in connection with your contract with the State.

Based upon all of the information I can get from the Department, it appears that under your contract and bond you can be held liable for any damage done to private property. I may not have all of the facts but I think you should be advised of the Commission's position and attitude with respect to the claim. In other words, it is the position of the Highway Commission that if the Troy home was damaged and the damage was chargeable to work done under your contract, neither the State nor its Highway Commission or engineers would be liable.

Frances M. Troy
$1000.00
damage to house
D. Diessing.

Yours very truly,

J. M. DEVERS

JMD:FW

cc C. B. McCullough
H. B. Glaisyer

Mr. Devers has all information in his files DeSart

REFERRED to DeSart
BY SECRETARY

note on card [illegible] for [illegible]

NOTED
D. DeSart

RECEIVED
JAN 10 1942
FOR FILING

Adm
Insurance
Property Damage
Troy

Salem
January 9, 1942

Damage to Troy Property

Mr. J. M. Devers
Chief Counsel
OFFICE

I am attaching hereto file in reference to the damage to the Trby property on the Troy Ranch Section of the Old Oregon Trail.

In response to your request of December 19 I have secured a report from Mr. Van Scoy (December 30, 1941) with attached copy of original report from Mr. Williams (January 24, 1941) and letter of transmittal of H. G. Smith (December 31, 1941).

There seems to be no question but what the shooting was done in connection with an extra work order. It would appear to me, however, that the contractor and his surety are liable for injuries to persons or damage to property arising by virtue of any extra work ordered under the contract to the same degree and extent that they are liable for work done under the unit bid items.

If there is any further information that you desire in this connection I shall be glad to get it for you.

CBM:MC

C. B. McCullough

RECEIVED
DEC 29 1941
FOR FILING

61-3

R

OREGON STATE HIGHWAY COMMISSION

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
December 26, 1941

Subject:

To:

Mr. C. B. McCullough,

Office.

L

Dear Sir:

Some time ago I sent you some letters concerning a claim made against McNutt Bros. in connection with their contract with the State for highway construction in Baker County.

I am now handing you two other letters having to do with this same controversy.

Yours very truly,

JMD
J. M. DEVERS

JMD:PW
Enc.

[illegible] - sent to H G Smith - 12-29-41

C
O
P
Y

HEILNER, GRANT AND FUCHS

Baker, Oregon

December 20th, 1941

McNutt Bros.,
General Contractors,
Eugene, Oregon.

Gentlemen:

Attention Mr. Earl L. McNutt

I have your letter of December 16th, and wish to thank you for your prompt answer.

We should like to know whether or not you were instructed by the highway engineer in charge of this work to use powder in breaking down the dirt or rock which they wanted removed.

Very truly yours,

HEILNER, GRANT & FUCHS

By A. S. GRANT

ASG
j

RECEIVED
DEC 26 1941
FOR FILING

66-3

OREGON STATE HIGHWAY COMMISSION

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
December 19, 1941

Subject:

Cross Reference to
Adm
Insurance
Property Damage

To: Mr. C. B. McCullough,

Office.

Dear Sir:

I have a condemnation action pending in Baker County involving property owned by the Troy family. The contract for highway construction which involved this property was awarded to McNutt Bros. In the answer filed by the defendants in the condemnation case they claimed a damage to their residence caused, they claimed, by shooting carried on by the contractor in the performance of his contract. I have filed a motion to strike that part of the answer and the attorneys wrote me to find out why. I told them that in my opinion any damage to the residence property caused by shooting carried on by the contractor was not a damage which could be urged in the condemnation case, but was a damage or claim of damage that might be urged against the contractor.

The attorneys representing the Troys then wrote McNutt Bros. making claim for the damage done and for your information I am enclosing copies of correspondence which passed back and forth between McNutt Bros. and the attorneys for the Troys.

Some days ago McNutt Bros. called me and advised me of this controversy and took the position that if any damage was done by shooting it was shooting that occurred and was necessary by reason of work ordered by the Engineer and was not in connection with the work under the regular requirements of the contract.

I have written to McNutt Bros. and I attach a copy of my reply. This is a matter that should receive the attention of the engineering staff and I am therefore passing it on to you.

Yours very truly,

J. M. Devers

J. M. DEVERS

JMD:PW
Enc.

Smith
Read for Report.

RECEIVED
JUL 26 1941
[illegible]

66-3

July 30, 1941

Maryland Casualty Company
Hansen & Rowland, Inc.
1312 Public Service Bldg.
Portland, Oregon

Gentlemen:

You are hereby notified that State Highway Contract No. 2365, for work on the Troy Ranch Section of the Old Oregon Trail, in Baker County, has been completed by the contractor, McNutt Brothers, and that final settlement will be made on or after August 9, 1941.

The state is not advised of any unpaid claims for labor or materials, or of the existence of any claims, debts, dues or demands incurred in the performance of such work and remaining unsatisfied, and you are advised that the state assumes no responsibility for any such claims should there be any.

This notice is served upon you since you appear as surety on the bond furnished by the above contractor. Kindly acknowledge receipt of this letter.

For your information we wish to advise that the total amount paid the contractor in connection wtih this contract will be $30,138.93, of which $442.02 is for force account work. This contract was completed on May 17, 1941, and accepted by the Commission on July 24, 1941.

Very truly yours,

OREGON STATE HIGHWAY COMMISSION

By

Secretary

NOTED
D. [illegible]. DeSart

66-3

UNITED STATES DEPARTMENT OF AGRICULTURE
BUREAU OF PUBLIC ROADS
DISTRICT No. 1
POST OFFICE BUILDING
PORTLAND, OREGON

IN YOUR REPLY PLEASE
REFER TO FILE No.________

FEDERAL WORKS AGENCY
PUBLIC ROADS ADMINISTRATION

RECEIVED
JUN 25 1941
OREGON
STATE HIGHWAY COMMISSION

Stencil No. 8.

June 20, 1941

Mr. R. H. Baldock
State Highway Engineer
Salem, Oregon

Dear Sir:

Final inspection of Oregon SN-FAP 66 (3), Troy Ranch Section of the Old Oregon Trail ________________________, was made by a representative of this office on June 3, 1941.

Prompt submission of the final voucher will be appreciated.

Very truly yours,

W. H. LYNCH
District Engineer

By T. M. Davis
T. M. Davis
Sr. Highway Engineer

Iron

RECEIVED
JUN 20 1941
FOR FILING

66-3

June 20, 1941

Maryland Casualty Company
Hansen & Rowland Inc.
1312 Public Service Building
Portland, Oregon

Dear Sirs:

You are advised that it is the intention of the State Highway Commission to make semi-final payment to McNutt Brothers, 351½ E. Broadway, Eugene, on Contract No. 2365, Troy Ranch Section on the Old Oregon Trail Highway, in Baker County. This payment, in the amount of $8,178.00, will be made on or after June 30, 1941. The retained percentage, which will be the approximate amount of the final estimate, is $909.96.

The state is not advised of any unpaid claims for labor or materials, or of the existence of any claims, debts, dues, or demands incurred in the performance of such work and remaining unsatisfied, and you are advised that the state assumes no responsibility for any such claims should there be any.

Kindly acknowledge receipt of this letter.

Very truly yours,

Oregon State Highway Commission

By

Secretary

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JUN 21 1941
FOR FILING

66-3

OREGON STATE HIGHWAY COMMISSION
INTER-DEPARTMENT CORRESPONDENCE

RECEIVED
JUN 20 1941
STATE HIGHWAY COMMISSION

Baker, Ore.
June 19,1941

Subject: Work Finished, Troy Ranch Sec.

To: Mr. R.H.Baldock, State Hwy. Engr.
State Highway Department,
LaGrande, Ore.

Dear Sir:

Attached hereto is copy of letter to Mr.Lynch, regarding finishing of work on the Troy Ranch section of the Old Oregon Trail, requested by you.

Very truly yours,

Dean Swift.

Dean Swift, Res. Engr.

FORM 5-A-1 9M 6-30

COMMISSIONERS
HENRY F. CABELL, CHAIRMAN, PORTLAND
E. B. ALDRICH, PENDLETON
HURON W. CLOUGH, CANYONVILLE

H. B. GLAISYER, SECRETARY

R. H. BALDOCK
STATE HIGHWAY ENGINEER
SALEM
C. B. McCULLOUGH
ASSISTANT STATE HIGHWAY ENGINEER
SALEM

OREGON STATE HIGHWAY COMMISSION
Baker, Ore.
May,17,1941 EM

Finished work
Troy Ranch section

IN REPLY PLEASE
REFER TO FILE NO.

Mr. W.E.Lynch, Dist. Engr.
Public Roads Administration
Portland, Ore.

Dear Sir:

Work finished this date, May 17th., on the Troy Ranch section of the Old Oregon Trail, contract No. 2365, FA 66 (3).

Very truly yours,

Dean Swift, Res. Engr.

cc Mr. R.H.Baldock
Mr. H.G.Smith
Mr. W.G.Williams

Form E-1—5M—10-40

No. 27

11-3

OREGON STATE HIGHWAY COMMISSION

FIELD ENGINEER'S WEEKLY REPORT

FOR CONSTRUCTION PROJECTS ONLY

For Week Ending May.17,1941, 19

Section Troy Ranch

Kind of work Grad. and Surf.

Highway Old Oregon Trail

Section prefix 1-1121

Contractor McNutt Bros

Contract number 2365

Date of contract Sept. 9,1940, 19

Date of completion July 15,1941, 19

Date work started Sept. 15,1940, 19

Estimated date of completion May.17,1941, 19

Amount of contract . . . . $ 30,921

Per cent of time elapsed 87 %

Estimated cost of completed project, exclusive of engineering . . . . $ 30,921

Per cent of contract completed, based on total contract price . . . . 100 %

Engineering cost to date, $ 1600, 6 %

Date project was completed , 19

General information covering progress of work by party and by contractor, important development, instructions to contractors, instructions from Division Engineers, exchanges in personnel of party, etc.:

Norris Brothers have been surfacing all week on this section and will finish [illegible] today

NOTED
RAY WEBBER

NOTED
H. N. HACKETT

RECEIVED
MAY 19 1941
OFFICE OF
ENGINEER

Signed Swift

Address Baker, Ore.

Mail original copy to Salem and duplicate copy to Division Engineer on Saturday of each week, retain triplicate copy for your own file

	GRADING	SURFACING	MAINTENANCE MATERIALS	OIL AND BITUMINOUS MACADAM	PAVING
Miles in project	0.73	0.73		0.73	
Miles partially completed					
Miles completed	0.73	0.73		0.73	
Total estimated quantities	54,500	4,400		1,100	
Estimated quantities moved or placed to date	54,500	4,400		1,100	
Average daily quantities					
Average daily quantities necessary to complete project on time					
Number shifts per day				2	
Hours per shift				7	
Average force on project for week				20	

Percentages of men employed on contract to be secured from:

.... County, ...%; .... County, ...%; .... County, ...%; .... County, ...%

	NUMBER USED AND SECURED FROM					CONTRACTOR'S KEY MEN, ETC.	TOTAL
	COUNTY	COUNTY	COUNTY	COUNTY	OTHER SOURCES		
Men							
Men and teams							
Men and trucks under 3 tons							
Men and trucks over 3 tons							
Men and tractors							

Equipment used during week: Shovels 1, Power graders 1, Rollers 1, Mixers ...., Crushing or screening plants ....,

Compressors ...., Bulldozers ...., Sheet-foot rollers ...., ..., ..., ...

	WEATHER	HRS. DELAY	CAUSE OF DELAY
Sunday			
Monday	Rain		
Tuesday	"		
Wednesday	Fair		
Thursday	"		
Friday	"		
Saturday	"		

STATE PRINTING DEPT.

RECEIVED
[illegible] 24 1941

66-3

February 21, 1941

Dyke Lumber Yard
Broadway Bridge
Baker, Oregon

Dear Sirs:

This will acknowledge receipt of your letter of February 18th, advising that your claim against The McNutt Brothers for materials used in the Ruckles Creek and Troy Ranch Bridges have been paid in full.

We appreciate your promptness in advising us of these matters.

Yours very truly,

STATE HIGHWAY COMMISSION

By

Secretary

DGD:OA

RECEIVED
FEB 21 1941
STATE HIGHWAY COMMISSION

DYKE LUMBER YARD
BROADWAY BRIDGE
BAKER, OREGON

2/18/41.

Oregon State Highway Commission,
Salem, Oregon.

Gentlemen:-

Thank you kindly for your letter of 11th, regarding my bill against the McNutt Bros. for material furnished them in the Ruccles Creek and Troy Ranch bridges.

I am very pleased to report that I have received a check in full from The McNutt Brothers.

Yours truly,

February 11, 1941

Mr. J. S. Dyke
Baker, Oregon

Dear Sir:

This acknowledges receipt of your letter of February 8 requesting information in regard to the bonding companies on highway work performed at the Troy Ranch on the Old Oregon Trail and at Ruckles Creek on the Baker-Halfway Road.

The culverts constructed near the Troy Ranch were included in McNutt Brother's contract, No. 2365, for grading and surfacing the Troy Ranch Section of the Old Oregon Trail. The performance bond for this contract was furnished by the Maryland Casualty Company for whom Hansen & Rowland are agents with offices in the Washington Building, Tacoma, Washington. It appears from records in our office that Smock Brothers may be subcontractors on this work.

The bridge over Ruckles Creek was constructed under Leonard & Slate's contract, No. 2358, for construction of this bridge and grading on the Keating Road-Ruckles Creek Section of the Baker-Homestead Highway. The performance bond for this contract was furnished by the Great American Indemnity Company for whom Harvey Wells-Reed Insurance Agency are agents with offices in the Failing Building, Portland. We have on file in this office a subcontract entered into by Paul Smock with Leonard & Slate for construction of the bridge.

I would suggest that you file your claims with the bonding companies, stating specifically the amount of your claim against each contract. In the event you do not secure satisfaction of your claims within a reasonable length of time, then I would suggest that you file notice of your claims with the Secretary of State in accordance with the provisions of Chapter 517, Oregon Laws, 1939, a mimeographed copy of which is inclosed.

Will you kindly advise this office the exact amount of your claim against each of the contracts.

Very truly yours,

DD:AM

Secretary

5016 Brown-Blodgett Co., St. Paul, Minn.

OM TR E TO BUYER ON A ONE PROFIT PLAN

J. S. DYKE
BUILDING MATERIAL MERCHANT
BUILDER OF MODERN HOMES
I Buy and Sell for Cash Only

BAKER, OREGON

2/8/41.

WE SELL—
Complete Homes
Lumber
Shingles
Doors
Windows
Frames
Veneers
Builders Hardware
Sash Cord
Weights
Papers
Roofing
Wall Board
Plaster Board
Paints
Oils
Varnish
Nails
Roof Coating
Brick
Lime
Fire Clay
Cement
Plaster
Mortar Colors
Sand
Gravel
Timber Products

ANSWERED
H. B. GLAISYER

State Highway Comm.,
Salem, Oregon.

Gentlemen:-

McNutt Bros. Construction Co., contractors on State Highway jobs in this vicinity, purchased $104.34 in lumber from us last October and November, which they have failed to settle for. This material was used in bridges they were building at the Troy Ranch on the Old Oregon Trail and at Ruccles Creek on the Baker-Halfway road, each about fifteen miles out of Baker.

Although I have billed them for the material, sent additional statements and written them in regard to my balance, I fail to receive my money, or any reply.

I learn that Mr. Louis Snook the man who placed the orders has left for other parts.

I understand all Highway Contractors are under bond as to payment of this kind of bills, so I am asking you in regard to my bill before taking action for collection.

Yours truly,

J S Dyke

RECEIVED

FEDERAL WORKS AGENCY
PUBLIC ROADS ADMINISTRATION

UNITED STATES DEPARTMENT OF AGRICULTURE
BUREAU OF PUBLIC ROADS
DISTRICT No. 1

POST OFFICE BUILDING
PORTLAND, OREGON

IN YOUR REPLY PLEASE
REFER TO FILE No.

Stencil No. 124
Ore. FAP 66 (3)
Troy Ranch Section
Old Oregon Trail

January 18, 1941

66-3

Mr. R. H. Baldock
State Highway Engineer
Salem, Oregon

Dear Sir:

We are forwarding herewith, for your files, an executed copy of the ____________________ project agreement and certificate for the above numbered project.

Very truly yours,

W. H. LYNCH
District Engineer

By T. M. Davis
T. M. Davis
Sr. Highway Engineer

Encls.

Jcw

44 PR-8856

Form P. R. 2

State Oregon

Federal Aid Project Project No. 66 (3)

PROJECT AGREEMENT

MEMORANDUM OF AGREEMENT made this 18th day of December, 1940

by and between The Oregon State Highway Commission, constituting

for the purpose hereof, the Highway Department of the State of Oregon hereinafter called the Highway Department, and the Federal Works Administrator, hereinafter called the Administrator, under and pursuant to the provisions of the act of Congress approved July 11, 1916 (39 Stat., 355), entitled "An Act to provide that the United States shall aid the States in the construction of rural post roads, and for other purposes," and of the act approved November 9, 1921 (42 Stat., 212), entitled "An Act to amend the Act entitled 'An Act to provide that the United States shall aid the States in the construction of rural post roads, and for other purposes,' approved July 11, 1916, as amended and supplemented, and for other purposes," and acts amendatory thereof or supplementary thereto:

Whereas the Highway Department of said State submitted on the 21st day of January, 1922, a project statement, which was approved on the 10th day of April, 1922, for the proposed construction of a project consisting of the road hereinafter described; and

Whereas the Highway Department, in accordance with the rules and regulations promulgated for the administration of the Federal Highway Act, has furnished surveys, plans, specifications, and estimates for ~~Section of~~ said project which were recommended for approval by the District Engineer of the Public Roads Administration on the 7th day of August 1940; and

Whereas the Administrator has certified to the Secretary of the Treasury his approval of said surveys, plans, specifications, and estimates, and the sum of twenty thousand, seven hundred fifty and 00/100 dollars ($20,750.00) as the share of the United States payable under said act on account of ~~Section of~~ said project, which does not exceed the authorized Federal pro rata share of the approved total estimated cost thereof:

Now, therefore, in consideration of the premises and of the several promises to be faithfully performed by each, as hereinafter set forth, the Highway Department and the Administrator do hereby mutually agree as follows:

16—11879

FUNDS AT THE DISPOSAL OF THE HIGHWAY DEPARTMENT

ARTICLE I. Funds for the use of the Highway Department in the construction of said project have been made available in the following manner, to wit:

(*a*) By the State Chap. 175, laws 1917; Chap. 31, laws 1920; Chap. 529, laws 1939.
(Include date and citation of act of legislature by which authorized)

(*b*) From other sources
(State how placed under direct control of Highway Department)

ROAD EMBRACED IN PROJECT

ARTICLE II. This agreement covers the following highway as described in detail in said surveys, plans, and specifications:

Between survey station 772+00 in the NE ¼ Sec. 32, T. 10 S., R. 42 E., W.M., and survey station 810+50 in the NE ¼ Sec. 33, T. 10 S., R. 42 E., W.M.

, length 0.729 of a mile, in Baker County, being [redacted] Oregon Federal Aid project No. 66 (3), consisting of 0.729 of a mile of roadway and no bridges, [redacted] of more than 20 feet clear span.

[redacted]

CHARACTER AND METHOD OF CONSTRUCTION

ARTICLE III. The Highway Department will construct or cause to be constructed to final completion said project, in strict compliance with said plans and specifications, which are made a part hereof, under its direct supervision, which shall include adequate inspection throughout the course of construction, subject at all times to inspection and approval by the Administrator or his agents, and in accordance with the laws of said State, the rules and regulations of the Administrator, and the following conditions:

(*a*) It is agreed that the construction work on the project shall be performed by contract, unless the performance thereof by force account shall be approved by the Administrator or his authorized representatives. Such construction work as may be performed by force account shall be paid for on the basis of the units of work performed at the unit prices set forth in the estimate as approved by the Administrator, except that where the total actual cost is ascertained to be less than the estimate so approved the total Federal payments shall not exceed the Federal pro rata share of such total actual cost.

UNITED STATES PRO RATA SHARE OF THE COST OF SAID PROJECT

ARTICLE IV. The United States pro rata share of the value of the labor and materials which shall be actually put into the construction of [redacted] said project shall not in any event exceed the sum of twenty thousand, seven hundred fifty and 00/100 dollars ($20.750.00), certified to the Secretary of the Treasury as above mentioned, which does not exceed the authorized Federal pro rata share of thirty-eight thousand, three hundred forty-five and 56/100 dollars ($38.345.56), the approved total estimated cost of [redacted] said project.

PAYMENTS

ARTICLE V. As the construction of said project progresses, the Administrator shall from time to time draw warrants on the Secretary of the Treasury for the payment to

The State Treasurer
(Official or depository)

hereby designated by the Highway Department for that purpose and authorized under the laws of said State to receive public funds of the State of Oregon (Name) of such sums as shall not, together with previous payments, exceed the United States pro rata share, as above specified, of the value, as determined by the Administrator after inspection and approval, of the labor and materials which have actually been put into said construction work in compliance with the requirements of Article III hereof.

The Administrator reserves the right to withhold such sum as he may deem necessary to insure completion of construction in compliance with said plans and specifications.

MAINTENANCE OF PROJECT

ARTICLE VI. The Highway Department will maintain said project in compliance with said acts of July 11, 1916, and November 9, 1921, out of funds which have been or will be made available therefor by said State in the manner herein set forth, to wit: (Include reference to statute authorizing funds and probable amount annually available)

Chap. 529, laws 1939.

The Highway Department will use every means within its power to insure proper and permanent maintenance of said project, and to that end will provide for the constant making of needed repairs to preserve a smooth-surfaced highway.

Showing of authority of the Highway Department to execute agreements will be found in the agreement for project No. 112.

In witness whereof the parties have hereunto affixed their signatures, the Highway Department on the day and year first above written and the Administrator on the ______ day of

JAN 7 1941, 19__

OREGON STATE HIGHWAY COMMISSION
(Official title of Highway Department)

By Henry F. Cabell
Chairman, State Highway Commission
(Title of officer)

By
Member, State Highway Commission
(Title of officer)

By ______
Member, State Highway Commission
(Title of officer)

By ______
______
(Title of officer)

By ______
______
(Title of officer)

FEDERAL WORKS ADMINISTRATOR,

By W. J. O'Leary
Acting Commissioner of Public Roads.

U. S. GOVERNMENT PRINTING OFFICE 16—11370

Form PR. 3—Revised

FEDERAL WORKS AGENCY
PUBLIC ROADS ADMINISTRATION

CERTIFICATE OF APPROVAL OF PLANS, SPECIFICATIONS, AND ESTIMATES

(Under "An Act to provide that the United States shall aid the States in the construction of rural roads, and for other purposes," approved July 11, 1916, and acts amendatory thereof and supplementary thereto.)

To

The Secretary of the Treasury, and

The State Highway Department of the State of Oregon

Pursuant to the acts above cited, I hereby certify—

First. That in accordance with the provisions of said acts, I have approved the plans, specifications, and estimates submitted by the State Highway Department of the State of Oregon for the construction of a highway designated in the records of this Agency as Federal Aid Project No. 66 (3) State of Oregon

Second. That in accordance with said provisions I have approved the sum of $ 38,345.56 as the total estimated cost of said project, and the sum of $ 20,750.00 as the share of the United States, payable under said acts on account of such project, which does not exceed the authorized Federal pro rata share of said total estimated cost.

Done at the city of Washington, this .... day of JAN 7 1941

one thousand nine hundred and ....

Federal Works Administrator,

By H. J. O'Leary
Acting Commissioner of Public Roads.

U. S. GOVERNMENT PRINTING OFFICE 16—10139

FEDERAL WORKS AGENCY
PUBLIC ROADS ADMINISTRATION

UNITED STATES DEPARTMENT OF AGRICULTURE
BUREAU OF PUBLIC ROADS
DISTRICT NO. 1

(Stencil #28)

POST OFFICE BUILDING
PORTLAND, OREGON

IN YOUR REPLY PLEASE REFER TO FILE NO. Oregon FAP 66 (3)
Troy Ranch Section
Old Oregon Trail

December 6, 1940

Mr. R. H. Baldock
State Highway Engineer
Salem, Oregon

Dear Sir:

We are forwarding herewith two copies of proposed project agreement for signature and return to this office.

Enclosed is an approved copy of the detail estimate, upon which the agreement was based, together with approved copy of specifications.

Very truly yours,

W. H. LYNCH
District Engineer

By LCaufield
L. J. Caufield
Sr. Highway Engineer

RECEIVED
NOV 25 1940
FOR FILING

66-3

November 9, 1940

Mr. W. H. Lynch
District Engineer
Public Roads Administration
P. O. Box 3900
Portland, Oregon

Dear Sir:

Herewith are enclosed seven copies of estimate as basis for project agreement for the Troy Ranch Section, Project No. FA 66 (3).

Very truly yours,

R. H. BALDOCK
Chief Engineer

By

S. H. Probert
Office Engineer

Dist. by J. W. Nash/ER

Encl.

Oregon State Highway Department Federal Aid Project No. 66 (3)

TROY RANCH SECTION OF THE

OLD OREGON TRAIL IN BAKER COUNTY

(Estimate as basis for project agreement. Based on low bid prices.)

Salem, Oregon, November 6, 1940

(Sta. 772+00 to 774+60) (Sta. 805+88.1 to 810+50)

All Required		Clearing and Grubbing		$ 47.00
4	cu. yds.	Trench Excavation	$ 1.00	4.00
1,300	cu. yds.	Excavation, Single Classif.	.16	208.00
0.14	mile	Finishing Roadbed and Slopes	200.00	28.00
800	lin. ft.	Rounding Cutbanks	.05	40.00
6	lin. ft.	24" Corr. Iron Pipe	3.60	21.60
550	cu. yds.	Talus Rock in Subbase	.30	165.00
700	yd. mi.	Hauling Subbase Rock	.07	49.00
340	cu. yds.	Placing Crushed Rock in Base	.30	102.00
300	yd. mi.	Hauling Rock Base Materials	.07	21.00
90	cu. yds.	Placing Crushed Rock in Shoulders	.35	31.50
80	yd. mi.	Hauling Rock Shoulder Materials	.07	5.60
30	M-gal.	Sprinkling	1.00	30.00
0.14	mile	Preparation of Base	100.00	14.00
220	cu. yds.	Placing Mineral Aggregate	1.00	220.00
180	yd. mi.	Hauling Mineral Aggregate	.07	12.60
16	tons	Asphalt in Place	30.00	480.00
			Subtotal	$ 1,479.30
			10% Engr. & Cont.	147.93
			Total	$ 1,627.23

Length 0.137 mile
Cost per mile $ 11,877.59

(Sta. 774+60 to 805+88.1)

All Required		Clearing and Grubbing		$ 203.00
796	cu. yds.	Trench Excavation	$ 1.00	796.00
56,700	cu. yds.	Excavation, Single Classif.	.16	9,072.00
8,000	yd. mi.	Truck Haul	.15	1,200.00
.59	mile	Finishing Roadbed and Slopes	200.00	118.00
2,000	lin. ft.	Rounding Cutbanks	.05	100.00
160	lin. ft.	18" Concrete Pipe	2.30	368.00

60	lin. ft.	60" Corr. Iron Pipe	$ 12.00	$ 720.00
156	lin. ft.	84" Corr. Iron Pipe, Uncoated	22.75	3,549.00
86	lin. ft.	18" Siphon Pipe	2.40	206.40
4	cu. yds.	Concrete in Siphon Boxes	25.00	100.00
260	cu. yds.	Class "A" Concrete in Box Culverts	23.00	5,980.00
41,000	lbs.	Metal Reinforcement	.0575	2,357.50
2,150	cu. yds.	Talus Rock in Subbase	.30	645.00
3,800	yd. mi.	Hauling Subbase Rock	.07	266.00
1,390	cu. yds.	Placing Crushed Rock in Base	.30	417.00
1,900	yd. mi.	Hauling Rock Base Materials	.07	133.00
360	cu. yds.	Placing Crushed Rock in Shoulders	.35	126.00
300	yd. mi.	Hauling Rock Shoulder Materials	.07	21.00
120	M-gal.	Sprinkling	1.00	120.00
0.59	mile	Preparation of Base	100.00	59.00
880	cu. yds.	Placing Mineral Aggregate	1.00	880.00
1,220	yd. mi.	Hauling Mineral Aggregate	.07	85.40
64	tons	Asphalt in Place	30.00	1,920.00
			Subtotal	$ 29,442.30
			10% Engr. & Cont.	2,944.23
			Total	$ 32,386.53

Length 0.592 mile
Cost per mile $ 54,706.97

SUMMARY OF FEDERAL AID FUNDS REQUESTED

Item	Total Cost	Federal Aid Funds	State Funds
(Sta. 772+00 to 774+60) (Sta. 805+88.1 to 810+50)	$ 1,627.23	$ 993.00	$ 634.23
(Sta. 774+60 to 805+88.1)	32,386.53	19,757.00	12,629.53
	$ 34,013.76	$ 20,750.00	$ 13,263.76

NON-PARTICIPATING ITEMS

Materials Furnished from State-owned Stockpiles

1,790	cu. yds.	2½" - 1½" Crushed Rock	$ 1.22	$ 2,183.80
550	cu. yds.	1" - 3/4" Crushed Rock	1.22	671.00
320	cu. yds.	3/4" - ½" Crushed Rock	1.60	512.00
350	cu. yds.	½" - ¼" Crushed Rock	1.60	560.00
270	cu. yds.	¼" - 0" Crushed Rock	1.50	405.00
				$ 4,331.80

Total Cost, Non-participating Materials (Sta. 772+00 to 774+60) (Sta. 805+88.1 to 810+50)	$ 858.44
Total Cost, Non-participating Materials (Sta. 774+60 to 805+88.1)	$ 3,473.36
Total Cost of Project	$ 38,345.60

State Funds for Construction: Chap. 175, laws 1917; Chap. 31, laws 1920; Chap. 529, laws 1939
State Funds for Maintenance: Chap. 529, laws 1939

RECEIVED
OCT 15 1940
FOR FILING

66-3.

October 14, 1940

Union Oil Company of California
Chronicle Building
Spokane, Washington

Gentlemen: Attention L. R. Harbison

In accordance with your request of October 7 we are pleased to furnish the following information in connection with McNutt Brothers' Contract No. 2365:

Contractor: McNutt Brothers, 351½ E. Broadway, Eugene
Contract No.: 2365 - FAP 66 (3)
Section: Troy Ranch Section, Old Oregon Trail, Baker Co.
Description: 0.73 mi. grade and bit. mac. surf.
Amount of Contract: $30,921.60
Amount of Bond: $30,921.60
Surety: Maryland Casualty Company, Hansen & Rowland, Inc.
Public Service Bldg., Portland.
Awarded: 9/10/40 To be Completed: 7/15/41

Yours very truly,

OREGON STATE HIGHWAY COMMISSION

By:

Secretary

RS

NOTED
D. G. DeSart

RECEIVED
OCT 1 1940
FOR FILING

66-3

September 30, 1940

Maryland Casualty Co.,
Hansen & Rowland, Inc.,
Washington Building
Tacoma, Washington

Gentlemen:

We are sending to you today, for your files, a fully executed copy of State Highway Contract No. 2365, which was awarded on September 10, 1940, to McNutt Bros., Eugene, to cover the grading and surfacing of the Troy Ranch Section of the Old Oregon Trail, in Baker County.

This copy of the contract is furnished you as you appear as surety on the bond furnished in connection with this project.

Yours very truly,

DD:MC

Secretary

RECEIVED
OCT 1 1940
FOR FILING

66-3

September 30, 1940

McNutt Bros.,
351½ East Broadway
Eugene, Oregon

Gentlemen:

We are sending to you today, by express, one fully executed copy of State Highway Contract No. 2365 which was awarded to you on September 10, 1940, covering the grading and surfacing of the Troy Ranch Section of the Old Oregon Trail, in Baker County. This copy is for your files.

We are also sending a fully executed copy of this contract to the surety on your bond.

Yours very truly,

Secretary

HBG:MC

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SEP 12 1940
FOR FILING

66-3

September 11, 1940

McNUTT BROS.
351½ East Broadway
Eugene, Oregon

Gentlemen:

We are sending you today by express four copies of Contract No. 2365 which was awarded to you by the State Highway Commission on September 10, 1940, covering the grading and bituminous macadam surfacing of the Troy Ranch Section of the Old Oregon Trail Highway, in Baker County.

Kindly execute all four copies of this contract as to agreement and bond and return them to this office for approval by the State Highway Commission. When this has been done a fully executed copy will be returned to you for your records and files. We will also send an executed copy to the surety on your bond.

Your special attention is called to the paragraph under Section 5 (page 14) of the printed General Provisions, relating to the Workmen's Compensation Act. You will be expected to accept the terms of this Act and to carry on your work under this contract in strict conformance thereto.

Your attention is also called to the paragraph on the mimeographed page immediately preceding the colored pages, relating to payment by the contractor of amounts due hospital associations, et cetera.

Very truly yours,

STATE HIGHWAY COMMISSION
By

Secretary

MEL

5M

66-3

September 10, 1940

McNutt Brothers,
351½ East Broadway
Eugene, Oregon

Gentlemen:

Confirming my wire to you of this date, the State Highway Commission awarded to you today the contract covering the 0.73 mile of grading and bituminous macadam surfacing on the Troy Ranch Section of the Old Oregon Trail, in Baker County. This award is based on your low bid of $30,921.60 submitted on August 23, 1940.

Contract forms will be sent to you in a few days for execution.

Yours very truly,

Secretary

HBG:MC

cc - S. H. Probert

get confirmed

66-3

SM.

September 10, 1940

McNutt Brothers,
351½ East Broadway
Eugene, Oregon

Gentlemen:

Confirming my wire to you of this date, the State Highway Commission awarded to you today the contract covering the 0.73 mile of grading and bituminous macadam surfacing on the Troy Ranch Section of the Old Oregon Trail, in Baker County. This award is based on your low bid of $30,921.60 submitted on August 23, 1940.

Contract forms will be sent to you in a few days for execution.

Yours very truly,

Secretary

HBG:MC

cc - S. H. Probert

Get confirmed

M

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		URGENT	
		DEFERRED	
VATION		NIGHT LETTER	
TOUR-RATE		SHIP RADIO	

COPY

POSTAL TELEGRAPH—CABLE CO.

TELEGRAM

SALEM, OREGON
SEPT. 10, 1940

MCNUTT BROTHERS
351½ EAST BROADWAY
EUGENE, OREGON

THE STATE HIGHWAY COMMISSION HAS AWARDED TO YOU TODAY CONTRACT COVERING GRADING AND SURFACING OF TROY RANCH SECTION OF OLD OREGON TRAIL BASED ON LOW BID SUBMITTED AUGUST 23. CONTRACT FORMS FOLLOW

H. B. GLAISYER, SECRETARY
STATE HIGHWAY COMMISSION

THE COMPANY WILL APPRECIATE SUGGESTIONS FROM ITS PATRONS CONCERNING ITS SERVICE

SALEM, OREGON
SEPT. 10, 1940

MR. W. H. LYNCH
DISTRICT ENGINEER
PUBLIC ROADS ADMINISTRATION
POST OFFICE BOX 3900
PORTLAND, OREGON

ALL RIGHTS OF WAY FOR TROY RANCH PROJECT ARE NOW ACQUIRED. MAY WE HAVE YOUR CONCURRENCE IN AWARD OF CONTRACT TODAY TO McNUTT BROS. OF EUGENE.

R. H. BALDOCK

61

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SEP 25 1940
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CLASS OF SERVICE
This is a full-rate Telegram or Cablegram unless its deferred character is indicated by a suitable symbol above or preceding the address.

WESTERN UNION

1201

R. B. WHITE, PRESIDENT — NEWCOMB CARLTON, CHAIRMAN OF THE BOARD — J. C. WILLEVER, FIRST VICE-PRESIDENT

SYMBOLS
DL=Day Letter
NT=Overnight Telegram
LC=Deferred Cable
NLT=Cable Night Letter
Ship Radiogram

The filing time shown in the date line on telegrams and day letters is STANDARD TIME at point of origin. Time of receipt is STANDARD TIME at point of destination

PRH81 17 GOVT=H PORTLAND ORG 10 209P

R H BALDOCK=

STATE ENGINEER

REURTEL TODAY I HEREBY CONCUR IN AWARD FEDERAL AID PROJECT 66(3) TO MCNUT BROS LOW BIDDERS=

LYNCH=

While you are at the GOLDEN GATE INTERNATIONAL EXPOSITION Send a WESTERN UNION SOUVENIR TELEGRAM 25¢

66(3)=

THE COMPANY WILL APPRECIATE SUGGESTIONS FROM ITS PATRONS CONCERNING ITS SERVICE

SALEM, OREGON
SEPT. 10, 1940

MR. W. H. LYNCH
DISTRICT ENGINEER
PUBLIC ROADS ADMINISTRATION
POST OFFICE BOX 3900
PORTLAND, OREGON

ALL RIGHTS OF WAY FOR TROY RANCH PROJECT ARE NOW ACQUIRED. MAY WE HAVE YOUR CONCURRENCE IN AWARD OF CONTRACT TODAY TO McNUTT BROS. OF EUGENE.

R. H. BALDOCK

Charge to the account of ______________________ $ ________

CLASS OF SERVICE DESIRED			
DOMESTIC		CABLE	
TELEGRAM		ORDINARY	
DAY LETTER	X	URGENT RATE	
SERIAL		DEFERRED	
NIGHT LETTER		NIGHT LETTER	
SPECIAL SERVICE		SHIP RADIOGRAM	

Patrons should check class of service desired; otherwise the message will be transmitted as a telegram or ordinary cablegram.

WESTERN UNION

1217-B

R. B. WHITE
PRESIDENT

NEWCOMB CARLTON
CHAIRMAN OF THE BOARD

J. C. WILLEVER
FIRST VICE-PRESIDENT

CHECK
ACCOUNTING INFORMATION
TIME FILED

Send the following message, subject to the terms on back hereof, which are hereby agreed to

SALEM, OREGON
SEPT. 10, 1940

MR. [illegible] H. LYNCH
DISTRICT ENGINEER
PUBLIC ROADS ADMINISTRATION
POST OFFICE BOX 3900
PORTLAND, OREGON

ALL RIGHTS OF WAY FOR TROY RANCH PROJECT ARE NOW ACQUIRED. MAY WE HAVE YOUR CONCURRENCE IN AWARD OF CONTRACT TODAY TO McNUTT BROS. OF EUGENE.

R. H. BALDOCK

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AUG 1 1940
FOR FILE

66-3

FEDERAL WORKS AGENCY
PUBLIC ROADS ADMINISTRATION
DISTRICT ONE

MONTANA
OREGON
WASHINGTON

POST OFFICE BUILDING
PORTLAND, OREGON

August 14, 1940

Mr. R. H. Baldock
State Highway Engineer
Salem, Oregon

Dear Sir:

Reference is made to Oregon Federal Aid Project No. 66 (3), the Troy Ranch Section of the Old Oregon Trail, for which bids will be opened August 23, 1940.

We are today in receipt of advice that the use of 3300 cu. yds. of State-owned stockpiled rock on this work has been approved by the Commissioner with the understanding that Federal-aid participation will be limited to the cost of hauling and placing.

Very truly yours,

W H Lynch

W. H. LYNCH
District Engineer

FEDERAL WORKS AGENCY
PUBLIC ROADS ADMINISTRATION
DISTRICT ONE

MONTANA
OREGON
WASHINGTON

POST OFFICE BUILDING
PORTLAND, OREGON

August 7, 1940

Mr. R. H. Baldock
State Highway Engineer
Salem, Oregon

Dear Sir:

P.S.& E. documents for Oregon Federal Aid Highway Project No. 66 (3), the Troy Ranch Section of the Old Oregon Trail, have today been recommended for approval, subject to final review and approval by the Commissioner of Public Roads. This is your authority to advertise for bids.

Concurrence in award of contract will be withheld until the program is approved, the right of way has been all secured, and the use of State-furnished material has been approved.

A revised project statement sketch map should be submitted to show the connection to FAP 154 at Baker.

In submitting the project agreement estimate, please show the same segregation for the non-participating as for the participating items.

Very truly yours,

W H Lynch

W. H. LYNCH
District Engineer

August 2, 1940

Mr. W. H. Lynch
District Engineer
Public Roads Administration
P. O. Box 3900
Portland, Oregon

Dear Sir:

Herewith are enclosed seven copies of estimate and three copies of right of way statement for the Troy Ranch Section, Project No. FA 66 (3).

Five bid proposals and five sets of blueprint plans are being sent under separate cover.

Very truly yours,

R. H. BALDOCK
State Highway Engineer

By

S. H. Probert
Office Engineer

Dictated by J. W. Nash/ER

Encl.

Oregon State Highway Department Federal Aid Project No. 66 (3)

TROY RANCH SECTION OF THE

OLD OREGON TRAIL IN BAKER COUNTY

(Estimate to accompany plans and specifications. Not as basis for project agreement.)

Salem, Oregon, August 2, 1940

(Sta. 772+60 to 774+60) (Sta. 805+88.1 to 810+50)

All Required		Clearing and Grubbing		$ 50.00
4	cu. yds.	Trench Excavation	$ 1.00	4.00
1,300	cu. yds.	Excavation, Single Classif.	.26	338.00
0.14	mile	Finishing Roadbed and Slopes	400.00	56.00
800	lin. ft.	Rounding Cutbanks	.08	64.00
6	lin. ft.	24" Corr. Iron Pipe	3.50	21.00
550	cu. yds.	Talus Rock in Subbase	.30	165.00
700	yd. mi.	Hauling Subbase Rock	.12	84.00
340	cu. yds.	Placing Crushed Rock in Base	.40	136.00
300	yd. mi.	Hauling Rock Base Materials	.12	36.00
90	cu. yds.	Placing Crushed Rock in Shoulders	.40	36.00
80	yd. mi.	Hauling Rock Shoulder Materials	.12	9.60
30	M-gal.	Sprinkling	1.50	45.00
0.14	mile	Preparation of Base	100.00	14.00
220	cu. yds.	Placing Mineral Aggregate	1.10	242.00
180	yd. mi.	Hauling Mineral Aggregate	.15	27.00
16	tons	Asphalt in Place	22.00	352.00
			Subtotal	$ 1,679.60
			10% Engr. & Cont.	167.96
			Total	$ 1,847.56
		Length	0.137 mile	
		Cost per mile	$ 13,485.83	

(Sta. 774+60 to 805+88.1)

All Required		Clearing and Grubbing		$ 150.00
796	cu. yds.	Trench Excavation	$ 1.00	796.00
56,700	cu. yds.	Excavation, Single Classif.	.26	14,742.00
8,000	yd. mi.	Truck Haul	.12	960.00
.59	mile	Finishing Roadbed and Slopes	400.00	236.00

2,000	lin. ft.	Rounding Cutbanks	$ .08	$ 160.00
160	lin. ft.	18" Concrete Pipe	2.00	320.00
60	lin. ft.	60" Corr. Iron Pipe	10.00	600.00
156	lin. ft.	84" Corr. Iron Pipe, Uncoated	16.00	2,496.00
86	lin. ft.	18" Siphon Pipe	2.25	193.50
4	cu. yds.	Concrete in Siphon Boxes	25.00	100.00
260	cu. yds.	Class "A" Concrete in Box Culverts	25.00	6,500.00
41,000	lbs.	Metal Reinforcement	.06	2,460.00
2,150	cu. yds.	Talus Rock in Subbase	.30	645.00
3,800	yd. mi.	Hauling Subbase Rock	.12	456.00
1,390	cu. yds.	Placing Crushed Rock in Base	.40	556.00
1,900	yd. mi.	Hauling Rock Base Materials	.12	228.00
360	cu. yds.	Placing Crushed Rock in Shoulders	.40	144.00
300	yd. mi.	Hauling Rock Shoulder Materials	.12	36.00
120	M-gal.	Sprinkling	1.50	180.00
0.59	mile	Preparation of Base	100.00	59.00
880	cu. yds.	Placing Mineral Aggregate	1.10	968.00
1,220	yd. mi.	Hauling Mineral Aggregate	.15	183.00
64	tons	Asphalt in Place	22.00	1,408.00
			Subtotal	$ 34,576.50
			10% Engr. & Cont.	3,457.65
			Total	$ 38,034.15

Length 0.592 mile
Cost per mile $ 64,246.87

SUMMARY OF FEDERAL AID FUNDS REQUESTED

Item	Total Cost	Federal Aid Funds	State Funds
(Sta. 772+00 to 774+60) (Sta. 805+88.1 to 810+50)	$ 1,847.56	$ 1,128.00	$ 719.56
(Sta. 774+60 to 805+88.1)	38,034.15	23,212.00	14,822.15
	$ 39,881.71	$ 24,340.00	$ 15,541.71

NON-PARTICIPATING ITEMS

Materials Furnished from State-owned Stockpiles

1,790	cu. yds.	2½" - 1½" Crushed Rock	$ 1.22	$ 2,183.80
550	cu. yds.	1" - 3/4" Crushed Rock	1.22	671.00
320	cu. yds.	3/4" - ½" Crushed Rock	1.60	512.00
350	cu. yds.	½" - ¼" Crushed Rock	1.60	560.00
270	cu. yds.	¼" - 0" Crushed Rock	1.50	405.00
				$ 4,331.80
			Total Cost of Project	$44,213.51

TROY RANCH SECTION

PROJECT NO. FA 66 (3)

While negotiations for right of way are in progress, one parcel has not been acquired, nor has the right to occupy and use this parcel been secured, but it is now believed that all necessary right of way can be made fully available within the next fifteen days.

R. H. BALDOCK
State Highway Engineer

By

S. H. Probert
Office Engineer

August 2, 1940

TROY RANCH SECTION

PROJECT NO. FA 66 (3)

Comparative Unit Costs of 60" and 84" Corrugated Iron Pipes and Equivalent Concrete Box Culverts

				12.00	
60" Corr. Iron Pipe, per lin. ft.				$ 10.00	
Equivalent Concrete Culvert:					
		23			
0.44 cu. yd.	Concrete per lin. ft.	$25.00	$11.00		10.12
71 lbs.	Metal Reinforcement per lin. ft.	.06	4.26	$ 15.26	4.08
		.0575			14.20

- - - - -

				22.75
84" Corr. Iron Pipe, per lin. ft.				$ 16.00
Equivalent Concrete Culvert:				
		23.00		
0.67 cu. yd.	Concrete per lin. ft.	$25.00	$16.75	
112 lbs.	Metal Reinforcement per lin. ft.	.06	6.72	$ 23.47
		.0575		

23.00	15.41
0.0575	6.44
	21.85

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JUL 19 1940
FOR [illegible]

FA

July 18, 1940

Mr. W. H. Lynch
District Engineer
Public Roads Administration
P. O. Box 3900
Portland, Oregon

Dear Sir:

The Troy Ranch Project on the Old Oregon Trail in Baker County (Project FA 66), for which we plan to receive bids within the next month or two, requires approximately 3,300 cubic yards of crushed rock. This, as you know, is hardly sufficient to justify the setting up of crushing equipment, and, as we have crushed materials in the immediate vicinity, it seems advisable to utilize them in the work.

We request permission, therefore, to make the required quantities of crushed materials available to the contractor, at their present location, without charge. It is understood in this connection, of course, that the State is to furnish the crushed materials at the stockpile sites without federal cooperation.

Approximately 2,300 cubic yards of the crushed materials are excess coarse materials which we have had on hand since 1931. The balance of the materials are materials which we had crushed for maintenance purposes in 1938. As the average haul from the piles to the work will be less than 1.5 miles, the cost of the project will be very materially reduced by having the rock made available.

Very truly yours,

R. H. BALDOCK
State Highway Engineer

By

S. H. Probert
Office Engineer

SHP:ER

CONTRACT# 2365

189-A-3 Rice Hill-Turkey Hill Sec., 1940
#2366 Pacific Hwy.

Stencil No. 124

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FEDERAL WORKS AGENCY
PUBLIC ROADS ADMINISTRATION
DISTRICT ONE

MONTANA
OREGON
WASHINGTON

POST OFFICE BUILDING
PORTLAND, OREGON

November 11, 1944

11-E-1

Mr. R. H. Baldock
State Highway Engineer
Salem, Oregon

Oregon SN-FAP 189-E(1)
Rice Hill-Turkey Hill Section
Pacific Highway

Dear Sir:

We are forwarding herewith, for your files, an executed copy of the modified project agreement and certificate for the above-numbered project.

Very truly yours,

W. H. LYNCH
District Engineer

By L J Caufield
L. J. Caufield
Sr. Highway Engineer

Encl.

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NOV 13 1944
OREGON
STATE HIGHWAY COMMISSION

dA4pr-11304

Section E(1),
Oregon Federal Aid Project No. SN-FAP 189.

MODIFICATION OF PROJECT AGREEMENT

WHEREAS, by that certain project agreement signed on June 13, 1941 by the Oregon State Highway Commission, and on July 21, 1941 by the Federal Works Administrator, the said parties entered into an agreement for the improvement of that certain highway described therein and designated as Oregon Federal Aid Project No. SN-FAP 189, Section E(1); and

WHEREAS, said project is located on the strategic network of highways and under construction during the period of the emergency declared by the President on May 27, 1941; and

WHEREAS, the Highway Department has requested an increase in the Federal share payable on account of said project as authorized in section 4 of the Defense Highway Act of 1941, approved November 19, 1941 (Pub. Law No. 295 - 77th Cong.), and has requested that the Federal funds approved and set aside to the credit of the project be increased from $67,300.00 to $83,420.00:

NOW, THEREFORE, it is hereby mutually agreed by and between the said Highway Department and the Administrator that the estimate be revised in the manner above indicated and that said project agreement be amended as follows:

The third "Whereas" paragraph shall read:

> "Whereas the Administrator has certified to the Secretary of the Treasury his approval of said surveys, plans, specifications, and estimates, and the sum of eighty-three thousand, four hundred twenty and 00/100 dollars ($83,420.00) as the share of the United States payable under said act on account of Section E(1) of said project, which does not exceed the authorized

Federal pro rata share of the approved total estimated cost thereof:"

Article IV shall read:

"Article IV. The United States pro rata share of the value of the labor and materials which shall be actually put into the construction of Section E(1) of said project shall not in any event exceed the sum of eighty-three thousand, four hundred twenty and 00/100 dollars ($83,420.00), certified to the Secretary of the Treasury as above mentioned, which does not exceed the authorized Federal pro rata share of one hundred ten thousand, three hundred twenty-nine and 39/100 dollars ($110,329.39), the approved total estimated cost of Section E(1) of said project."

Except as herein specifically modified the said project agreement shall remain in full force and effect.

Showing of authority of the Highway Department to execute agreements will be found in the agreement for project No. 112.

IN WITNESS WHEREOF the parties have hereunto affixed their signatures, the Highway Department on September 11, 1944, and the Administrator on OCT 21 1944.

OREGON STATE HIGHWAY COMMISSION

By ______________________
Chairman, State Highway Commission

Attest

By ______________________
Member, State Highway Commission

By ______________________
Member, State Highway Commission

FEDERAL WORKS ADMINISTRATOR,

By ______________________
Acting Commissioner of Public Roads.

Section E(1),
Oregon Federal Aid Project No. SN-FAP 189.

Form PR. 3—Revised

PUBLIC ROADS ADMINISTRATION
FEDERAL WORKS AGENCY

CERTIFICATE OF APPROVAL OF PLANS, SPECIFICATIONS, AND ESTIMATES

(Under "An Act to provide that the United States shall aid the States in the construction of rural roads, and for other purposes," approved July 11, 1916, and acts amendatory thereof and supplementary thereto.)

To

THE SECRETARY OF THE TREASURY, AND

THE STATE HIGHWAY DEPARTMENT OF THE STATE OF Oregon

Pursuant to the acts above cited, I hereby certify—

FIRST. That in accordance with the provisions of said acts, I have approved the plans, specifications, and estimates submitted by the State Highway Department of the State of Oregon for the construction of a highway designated in the records of this Agency as Federal Aid Project No. SN-FAP-189-E(1), State of Oregon.

SECOND. That in accordance with said provisions I have approved the sum of $ 110,329.39 in lieu of the $67,300.00 approved by Certificate of July 21, 1941 as the total estimated cost of said project, and the sum of $ 83,120.00 as the share of the United States, payable under said acts on account of such project, which does not exceed the authorized Federal pro rata share of said total estimated cost.

Done at the city of Washington, this .... day of ....

one thousand nine hundred and ....

FEDERAL WORKS ADMINISTRATOR,

By H.J.O'Leary
Acting Commissioner of Public Roads.

U. S. GOVERNMENT PRINTING OFFICE 16—10139-1

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189-E-1

September 27, 1944

Mr. W. H. Lynch
District Engineer
Public Roads Administration
Post Office Box 3900
Portland (8), Oregon

Dear Sir:

We are enclosing herewith two signed copies of project agreement for the Rice Hill-Turkey Hill Section, Project No. SN-F/P 189-E (1).

Very truly yours,

R. H. Baldock
State Highway Engineer

Dict. by J. W. Nash/GS

Encl.

FEDERAL WORKS AGENCY
PUBLIC ROADS ADMINISTRATION
DISTRICT ONE

MONTANA
OREGON
WASHINGTON

POST OFFICE BUILDING
PORTLAND, OREGON

September 11, 1944

RECEIVED
SEP 12 1944
OREGON
STATE HIGHWAY COMMISSION

Mr. R. H. Baldock
State Highway Engineer
Salem, Oregon

Dear Sir:

We are forwarding herewith two copies of proposed project agreement for signature and return to this office for Oregon SN-FAP 189-E(1), Rice Hill-Turkey Hill Section of the Pacific Highway.

Enclosed also is an approved copy of the detail estimate upon which the agreement was based, ~~together-with-approved-copy of-specifications.~~

Very truly yours,

W. H. LYNCH
District Engineer

By

L. J. Caufield
Sr. Highway Engineer

Encls.

RECEIVED
[illegible] 1944
FOR [illegible]

189-A-B

August 22, 1944

Mr. W. E. Lynch
District Engineer
Public Roads Administration
P. O. Box 3900
Portland (8), Oregon

Dear Sir:

In accord with the request contained in your letter of August 19, 1944, we are enclosing herewith estimate number 2 for work performed to December 15, 1940, under Contract No. 2366, Rice Hill-Turkey Hill Section, Projects No. SN-FA 189-A (3) and B (1).

We are likewise enclosing a copy of a letter from K. D. Lytle, Division Engineer, dated October 28, 1942, stating that work was closed down on these projects from November 20, 1940, to July 1, 1941.

Accordingly, the quantities shown in the enclosed estimate represent all work performed prior to May 27, 1941.

Very truly yours,

C. B. McCullough
Asst. State Highway Engineer

Encl.

Dictated by J. W. Nash/ER

MONTANA
OREGON
WASHINGTON

POST OFFICE BUILDING
PORTLAND 8, OREGON

PUBLIC ROADS ADMINISTRATION
FEDERAL WORKS AGENCY
DISTRICT ONE

August 19, 1944

RECEIVED
AUG 21 1944
OREGON
STATE HIGHWAY COMMISSION

Mr. R. H. Baldock
State Highway Engineer
Salem, Oregon

Dear Sir:

Please send us a copy of June 15, 1941, estimate to Roy L. Houck, Contract No. 2366, covering Oregon Federal Aid Projects SN-FAP 189-A(3) and E(1) to support the segregation shown in your estimate for proposed modification of agreement for Oregon SN-FAP 189-E(1), Rice Hill-Turkey Hill Section of the Pacific Highway, dated September 15, 1943, and received with your letter of December 22, 1943.

When this is received, releases from final vouchers now in course of payment will permit us to formally recommend approval and put the proposed modification in line for drafting by the Regional Office. The earliest contractor's estimate we have covering this project is No. 5, dated September 15, 1941.

The agreement estimate shows a ten cent decrease in total cost due to an error in adding the item of engineering and contingencies to the contract costs for work done after May 27, 1941. We will make necessary corrections in the second page before forwarding.

Very truly yours,

W. H. LYNCH
District Engineer

By: LJCaufield
L. J. Caufield
Senior Highway Engineer

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189-E-1

December 22, 1943

Mr. W. H. Lynch
District Engineer
Public Roads Administration
P. O. Box 3900
Portland (8), Oregon

Dear Sir:

We are enclosing herewith seven copies of estimate as basis for modified agreement for the Rice Hill-Turkey Hill Section, Project No. SN-FAP 189-E (1).

Very truly yours,

R. H. BALDOCK
State Highway Engineer

By

J. W. Nash
Asst. Office Engineer

JWN:ER

Encl.

Oregon State Highway Department

Federal Aid Project
No. NH-FAP 189-E (1)

HIGH HILL-TURKEY HILL SECTION
OF THE PACIFIC HIGHWAY IN DOUGLAS COUNTY

(Estimate as basis for modified agreement. Based on low bid prices.)

Salem, Oregon, September 15, 1943

WORK PERFORMED TO MAY 27, 1941

Roadway (Sta. 1249 to 1347+91.9)

All Required		Clearing and Grubbing (95%)		$ 2,406.35
180	cu. yds.	Trench Excavation, Unclassified	$ .75	135.00
75,600	cu. yds.	General Excavation, Unclassified	.14	10,584.00
25,000	yd. mi.	Truck Haul	.10	2,500.00
350	lin. ft.	18" Concrete Pipe	2.00	700.00
120	lin. ft.	24" Concrete Pipe	2.85	342.00
			Subtotal	$ 16,667.35
			Engr. & Cont.	2,100.00
			Total	$ 18,767.35

WORK PERFORMED SUBSEQUENT TO MAY 27, 1941

Roadway (Sta. 1249 to 1347+91.9)

All Required		Clearing and Grubbing (0%)		$ 126.65
200	cu. yds.	Trench Excavation, Unclassified	$ .75	150.00
34,000	cu. yds.	General Excavation, Unclassified	.14	4,760.00
19,550	yd. mi.	Truck Haul	.10	1,955.00
4,220	lin. ft.	Rounding Cutbanks	.06	253.20
1.87	miles	Finishing Roadbed and Slopes	300.00	561.00
60	lin. ft.	12" Concrete Pipe	1.00	60.00
30	lin. ft.	18" Concrete Pipe	2.00	60.00
10	lin. ft.	24" Concrete Pipe	2.85	28.50
80	lin. ft.	36" Concrete Pipe	5.50	440.00
190	cu. yds.	Class "A" Concrete	25.00	4,750.00
31,000	lbs.	Metal Reinforcement	.06	1,860.00
40	only	Wood Sight Posts	1.50	60.00
20,300	tons	3" - 0" Material in Base	.85	17,255.00
3,040	tons	3/4" - 0" Material in Shoulders and Surfacing	1.50	4,560.00
610	tons	½" - 0" Material in Cushion Course	1.50	915.00
850	cu. yds.	Filler	.40	340.00

850	yd. mi.	Hauling Filler	$ .10	$ 85.00
850	M-gals.	Sprinkling	2.00	1,700.00
24,200	sq. yds.	Portland Cement Concrete Pavement	1.75	42,350.00
1,860	lin. ft.	Expansion Joints in Pavement	.15	279.00
12,750	lin. ft.	Contraction Joints	.02	255.00
1,820	only	Dowel Bars	.20	364.00
8,450	lbs.	Tie Bars and Reinforcement	.055	464.75
			Subtotal	$ 83,632.10
			Engr. & Cont.	7,929.84
			Total	$ 91,561.94

Length	1.873 miles
Cost per mile	$ 58,905.17

SUMMARY OF FUNDS REQUESTED

Item	Total Cost	Federal Aid Funds	State Funds
Work Prior to May 27, 1941	$ 18,767.35	$ 11,500.00	$ 7,267.35
Work Subsequent to May 27, 1941	91,561.94	71,920.00	19,641.94
	$ 110,329.29	$ 83,420.00	$ 26,909.29

State Funds for Construction: Chap. 175, laws 1917; Chap. 31, laws 1920;
Chap. 529, laws 1939
State Funds for Maintenance: Chap. 529, laws 1939

March 18, 1943

Great American Indemnity Company
C. A. Tomassene, Agent
Wilcox Building
Portland, Oregon

Gentlemen:

You are hereby notified that state highway contract No. 2366 for construction of the Rice Hill-Turkey Hill Section of the Pacific Highway, in Douglas County, has been completed by the contractor, Roy L. Houck, and that final settlement in the amount of $3,659.24 will be made on or after March 29, 1943.

The state is not advised of any unpaid claims for labor or materials or of the existence of any claims, debts, dues or demands incurred in the performance of such work and remaining unsatisfied, and you are advised that the state assumes no responsibility for any such claims should there be any.

This notice is served upon you since you appear as surety on the bond furnished by the above-mentioned contractor. Kindly acknowledge receipt of this letter.

For your information, we wish to advise that the total contract amount is $117,514.37, of which amount $545.74 represents the amount of force account items. This project was completed on September 9, 1942, and was accepted by formal action of the Highway Commission on December 18, 1942.

Very truly yours,
State Highway Commission

By

Secretary

AM

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FOR [illegible]

189-A-3

January 15, 1943

Great American Indemnity Company
C. A. Tomassens, Agent
Wilcox Building
Portland, Oregon

Gentlemen:

You are advsied that it is the intention of the State Highway Commission to make semi-final payment to Roy L. Houck, on contract No. 2366, covering 2.22 miles grading and paving on the Rice Hill-Turkey Hill Section of the Pacific Highway, in Douglas County. This payment, in the amount of $7,476.25, will be made on or after January 25, 1943. The retained percentage is $3,521.29.

The state is not advised of any unpaid claims for labor or materials, or of the existence of any claims, debts, dues, or demands incurred in the performance of such work and remaining unsatisfied, and you are advised that the state assumes no responsibility for any such claims should there be any.

Kindly acknowledge receipt of this letter.

Very truly yours,
STATE HIGHWAY COMMISSION

By

Secretary

RS

NOTED
A. L. MONSON

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JAN 11 1943
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189-A-2

January 9, 1943

Mr. Roy L. Houck
Ladd & Bush Bank Bldg.
Salem, Oregon

Dear Sir:

The State Highway Commission, at its meeting on December 18, 1942, granted you the extension of time requested, from July 31, 1941, to September 9, 1942, without penalty, in connection with contract No. 2366, Rice Hill-Turkey Hill Section of the Pacific Highway, in Douglas County.

Very truly yours,
STATE HIGHWAY COMMISSION

By

Secretary

AN

cc - K. D. Lytle

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FOR FILE

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October 30th, 1942

Mr. W. H. Lynch
District Engineer
Public Roads Administration
P. O. Box 3900
Portland, Oregon

Dear Sir:

Will you kindly concur in an extension of time to Roy L. Houck on the Rice Hill-Turkey Hill Contract No. 2366, FA 189-A (3), B (1). The contract was awarded on October 10th, 1940 and completed on September 9th, 1942. The specified date of completion was July 31st, 1942.

This contract was one of a series of contracts which Houck anticipated he would be able to perform in logical steps, but controversy with the union threw each job out of step, so that he was unable to lay any pavement during the season of 1941 at Rice Hill. Prior to this time Houck had purchased an elaborate concreting plant and demonstrated he was able to handle it with great efficiency, but owing to the difficulty in securing labor he was unable to synchronize his work and complete as he had anticipated.

The shortage of labor due to the starting of the large number of airplane plants undoubtedly contributed materially to the delay on this contract. It is my recommendation, therefore, that this extension be granted without penalty.

Very truly yours,

R. H. BALDOCK
CHIEF ENGINEER

B

cc to: H. G. Smith

189-E-1

FEDERAL WORKS AGENCY
PUBLIC ROADS ADMINISTRATION
DISTRICT ONE

MONTANA
OREGON
WASHINGTON

POST OFFICE BUILDING
PORTLAND, OREGON

October 16, 1942

Mr. R. H. Baldock
State Highway Engineer
Salem, Oregon

Dear Sir:

Final inspection of Oregon SN-FAP 189-E (1), Rice Hill-Turkey Hill Section of the Pacific Highway, was made by a representative of this office on September 16, 1942.

Prompt submission of the final voucher will be appreciated.

Very truly yours,

W. H. LYNCH
District Engineer

By L J Caufield
L. J. Caufield
Sr. Highway Engineer

Jon

189-A-3

FEDERAL WORKS AGENCY
PUBLIC ROADS ADMINISTRATION
DISTRICT ONE

MONTANA
OREGON
WASHINGTON

POST OFFICE BUILDING
PORTLAND, OREGON

October 16, 1942

Mr. R. H. Baldock
State Highway Engineer
Salem, Oregon

Dear Sir:

Final inspection of Oregon SN-FAP 189-A (3), Rice Hill-Turkey Hill Section of the Pacific Highway, was made by a representative of this office on September 16, 1942.

Prompt submission of the final voucher will be appreciated.

Very truly yours,

W. H. LYNCH
District Engineer

By LJCaufield
L. J. Caufield
Sr. Highway Engineer

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Form E-1—5M—4-41

OREGON STATE HIGHWAY COMMISSION
FIELD ENGINEER'S WEEKLY REPORT
FOR CONSTRUCTION PROJECTS ONLY

For Week Ending September 5, 19 42

Section Rice Hill-Turkey Hill
Kind of work Grading and Paving
Highway Pacific
Section prefix 10-1117
Contractor Roy L. Houck
Contract number 2366
Date of contract October 10, 19 40
Date of completion July 31, 19 41
Date work started October 14, 19 40
Estimated date of completion , 19
Amount of contract $116,456.
Per cent of time elapsed 700 / 294 238 %
Estimated cost of completed project, exclusive of engineering $121,672.
Per cent of contract completed, based on total contract price 100 %
Engineering cost to date, $, %
Date project was completed September 9, 19 42

General information covering progress of work by party and by contractor, important development, instructions to contractors, instructions from Division Engineers, exchanges in personnel of party, etc.:

PROGRESS BY CONTRACTOR

Contractor finished work on project, September 9, 1942. Contractor has men cleaning up remainder of buildings and debris on project.

ENGINEERING

1 Inspector on job until completion of operations. Henry E. Gale, Inspector, from Rice Hill project to vacation, September 10, 1942.

RECEIVED
SEP 14 1942
OFFICE OF
CONST[illegible] ENGINEER

NOTED
E. M. [illegible]

Signed E. E. [illegible]
Address Eugene, Oregon

Mail original copy to Salem and duplicate copy to Division Engineer on Saturday of each week, retain triplicate copy for your own file

	GRADING	SURFACING	MAINTENANCE MATERIALS	OIL AND BITUMINOUS MACADAM	PAVING
Miles in project	2.22				2.22
Miles partially completed	XXXXX				
Miles completed	2.22				2.22
Total estimated quantities	124,000 C.Y.				28,700 S.Y.
Estimated quantities moved or placed to date	110,000 C.Y.				28,640 S.Y.
Average daily quantities					
Average daily quantities necessary to complete project on time					
Number shifts per day	1				
Hours per shift	8				
Average force on project for week	5				

Percentages of men employed on contract to be secured from:

.... County, ...%; .... County, ...%; .... County, ...%; .... County, ...%.

	NUMBER USED AND SECURED FROM					CONTRACTOR'S KEY MEN, ETC.	TOTAL
	COUNTY	COUNTY	COUNTY	COUNTY	OTHER SOURCES		
Men	4					1	5
Men and teams							
Men and trucks under 3 tons							
Men and trucks over 3 tons							
Men and tractors							

Equipment used during week: Shovels 1, Power graders 1, Rollers 1, Mixers ...., Crushing or screening plants............

Compressors ...., Bulldozers ...., Sheep-foot rollers ...., ..., ..., ...

	WEATHER	HRS. DELAY	CAUSE OF DELAY
Sunday	Fair		
Monday	"		
Tuesday	"		
Wednesday	"		
Thursday	"		
Friday	"		
Saturday	"		

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189-A-3

6 copies

FEDERAL WORKS AGENCY
PUBLIC ROADS ADMINISTRATION
DISTRICT ONE

MONTANA
OREGON
WASHINGTON

POST OFFICE BUILDING
PORTLAND, OREGON

April 10, 1942

Mr. R. H. Baldock
State Highway Engineer
Salem, Oregon

Dear Sir:

Reference is made to Mr. Probert's letter of April 9 relative to the installing of dowels by use of a dowel bar holder instead of the specified special dowel assembly on Oregon FAP 189-A (3) and E (1).

Due to the substitution using a smaller amount of critical materials and further to the fact that it would probably be extremely difficult to obtain the specified assemblies, we will recommend approval of the change requested.

Very truly yours,

W H Lynch

W. H. LYNCH
District Engineer

Copies sent to
H. G. Smith
K. D. Lytle
E. E. Umphlette

April 9, 1942

Mr. W. H. Lynch
District Engineer
Public Roads Administration
P. O. Box 3900
Portland, Oregon

Dear Sir:

Specifications for the Rice Hill-Turkey Hill Project, FA 189-A (3) and E (1), call for a special dowel bar assembly at each expansion joint, and there are a total of 163 joints, each 11 feet in length. To obtain the materials for these assemblies, it will be necessary to extend the project priority rating, and the contractor has made request for such extension.

Before making this extension of priority rating, we wish to suggest to you that a considerable saving in steel could be effected by requiring the contractor to install the dowel bars by means of a removable dowel bar holder, such as was common practice up to a year or two ago.

In our opinion, there is no justification for the use of steel assemblies under present emergency conditions, and, if you approve, we will return the contractor's request for priority rating and instruct him to use the other method of dowel bar installation.

It is possible that the use of the dowel bar holder will give some saving in cost to the contractor, but the saving, if any, would be largely indeterminate and so small that we would not expect the contractor to make any reduction in contract prices.

Very truly yours,

R. H. BALDOCK
Chief Engineer

By

S. H. Probert
Office Engineer

cc to H. G. Smith
K. D. Lytle
R. E. [illegible]

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DEC 31 1941
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184-A-3

December 26, 1941

Mr. Roy L. Houck
212 U. S. National Bank Bldg.
Salem, Oregon

Dear Sir:

The general provisions of the contract or contracts which you hold with the Oregon State Highway Commission contain the following provision.

> "The contractor at all times shall observe and comply with all federal and state laws and local by-laws, ordinances, and regulations in any manner affecting the conduct of the work, and all such orders or decrees as exist at present and those which may be enacted later, of bodies or tribunals having any jurisdiction or authority over the work, and shall indemnify and save harmless the State and all its officers, agents, and servants against any claim or liability arising from or based on the violation of any such laws, by-laws, ordinances, regulations, order or decrees, whether such violations be by himself or his employees."

In connection with this provision, your attention is called to the blackout ordinances and regulations which are, or which will be in effect in many municipalities and other governmental subdivisions, which ordinances and regulations provide for the permanent extinguishment of lights of all characters which cannot be temporarily extinguished on very short notice. It appears that lanterns, flares and other construction lights come within the category of lights which must be permanently extinguished.

In order to insure that there will be no violation of the blackout ordinances and regulations referred to, in so far as your contracts with the Oregon State Highway Commission are concerned, the following instructions shall be carried out on all portions of the work to be done under your contracts which are now, or which may later be, within municipalities or districts to which said ordinances or regulations apply.

1. The safeguarding and protecting of traffic, of persons and of property which is called for by your contracts shall be accomplished by means which do not involve the use of lanterns, flares or other types of lights, except when watchmen or workmen are present to insure immediate extinguishment.

2. Barricades, warning signs and other protective devices shall be painted white and shall be suitably equipped with reflector buttons.

The Highway Department expects to prepare suitable standards for reflectorized barricades as soon as possible. Barricades needed in the meantime may be of any substantial and otherwise suitable design approved by the Resident Engineer.

The foregoing instructions are effective at once and are to be carried out immediately. They are applicable to the following contracts:

Contract No.	2366	Rice Hill-Turkey Hill Section
" "	2382	Marshfield-Bunker Hill Section
" "	2396	Scappoose-Multnomah County Line Section
" "	2457	Clackamas Overcrossing Section

Very truly yours,

R. H. Baldock
Chief Engineer

R R

RECEIVED
SEP 12 1941
FOR FILING

FEDERAL WORKS AGENCY
PUBLIC ROADS ADMINISTRATION

UNITED STATES DEPARTMENT OF AGRICULTURE
BUREAU OF PUBLIC ROADS
DISTRICT No. 1

POST OFFICE BUILDING
PORTLAND, OREGON

Stencil No. 124

IN YOUR REPLY PLEASE
REFER TO FILE No. Oregon SN-FAP 189-E (1)
Rice Hill-Turkey Hill Section
Pacific Highway

189-E-1

August 1, 1941

Mr. R. H. Baldock
State Highway Engineer
Salem, Oregon

Dear Sir:

We are forwarding herewith, for your files, an executed copy of the ____________________ project agreement and certificate for the above numbered project.

Very truly yours,

W. H. LYNCH
District Engineer

By LJCaufield
L. J. Caufield
Sr. Highway Engineer

Encls.

Jon

WA4Pr 11304 R

Form P. R. 2

State Oregon

Federal Aid Project No. SS-FAP 109-E(1)

PROJECT AGREEMENT

MEMORANDUM OF AGREEMENT made this 13th day of June, 1941 by and between The Oregon State Highway Commission, constituting for the purpose hereof, the Highway Department of the State of Oregon hereinafter called the Highway Department, and the Federal Works Administrator, hereinafter called the Administrator, under and pursuant to the provisions of the act of Congress approved July 11, 1916 (39 Stat., 355), entitled "An Act to provide that the United States shall aid the States in the construction of rural post roads, and for other purposes," and of the act approved November 9, 1921 (42 Stat., 212), entitled "An Act to amend the Act entitled 'An Act to provide that the United States shall aid the States in the construction of rural post roads, and for other purposes,' approved July 11, 1916, as amended and supplemented, and for other purposes," and acts amendatory thereof or supplementary thereto:

Whereas the Highway Department of said State submitted on the 9th day of November, 1938, a project statement, which was approved on the 24 day of December, 1938, for the proposed construction of a project consisting of the road hereinafter described; and

Whereas the Highway Department, in accordance with the rules and regulations promulgated for the administration of the Federal Highway Act, has furnished surveys, plans, specifications, and estimates for Section E(1) of said project which were recommended for approval by the District Engineer of the Public Roads Administration on the 23d day of September 1940; and

Whereas the Administrator has certified to the Secretary of the Treasury his approval of said surveys, plans, specifications, and estimates, and the sum of sixty-seven thousand, three hundred and no/100 dollars ($67,300.00) as the share of the United States payable under said act on account of Section E(1) of said project, which does not exceed the authorized Federal pro rata share of the approved total estimated cost thereof:

Now, therefore, in consideration of the premises and of the several promises to be faithfully performed by each, as hereinafter set forth, the Highway Department and the Administrator do hereby mutually agree as follows:

16—11370

R

FUNDS AT THE DISPOSAL OF THE HIGHWAY DEPARTMENT

Article I. Funds for the use of the Highway Department in the construction of said project have been made available in the following manner, to wit:

(*a*) By the State : Chap. 175, laws 1917; Chap. 31, laws 1920; (Include date and citation of act of legislature by which authorized) Chap. 529, laws 1939.

(*b*) From other sources

(State how placed under direct control of Highway Department)

ROAD EMBRACED IN PROJECT

Article II. This agreement covers the following highway as described in detail in said surveys, plans, and specifications:

Between survey station 1240+00 in the SE 1/4, Sec. 32, T. 23 S., R. 5 W., W. M., the southerly end of Section A(3) of said project, and survey station 1347+91.9, in the NW 1/4, Sec. 8, T. 24 S., R. 5 W., W. M., the northerly end of Section B of said project, length 1.873 miles, in Douglas County, being Section B(1) of Oregon Federal Aid project. No. NH-FAP 189, consisting of 1.873 miles of roadway and no bridges ~~each~~ of more than 20 feet clear span, ~~miles in length~~

RECEIVED
JUL 28 1941
REGIONAL HEADQUARTERS

R

CHARACTER AND METHOD OF CONSTRUCTION

ARTICLE III. The Highway Department will construct or cause to be constructed to final completion said project, in strict compliance with said plans and specifications, which are made a part hereof, under its direct supervision, which shall include adequate inspection throughout the course of construction, subject at all times to inspection and approval by the Administrator or his agents, and in accordance with the laws of said State, the rules and regulations of the Administrator, and the following conditions:

(*a*) It is agreed that the construction work on the project shall be performed by contract, unless the performance thereof by force account shall be approved by the Administrator or his authorized representatives. Such construction work as may be performed by force account shall be paid for on the basis of the units of work performed at the unit prices set forth in the estimate as approved by the Administrator, except that where the total actual cost is ascertained to be less than the estimate so approved the total Federal payments shall not exceed the Federal pro rata share of such total actual cost.

UNITED STATES PRO RATA SHARE OF THE COST OF SAID PROJECT

ARTICLE IV. The United States pro rata share of the value of the labor and materials which shall be actually put into the construction of Section E(1) of said project shall not in any event exceed the sum of sixty-seven thousand, three hundred and no/100 dollars ($67,300.00), certified to the Secretary of the Treasury as above mentioned, which does not exceed the authorized Federal pro rata share of one hundred ten thousand, three hundred twenty-nine and 39/100 dollars ($110,329.39), the approved total estimated cost of Section E(1) of said project.

PAYMENTS

ARTICLE V. As the construction of said project progresses, the Administrator shall from time to time draw warrants on the Secretary of the Treasury for the payment to

The State Treasurer
(Official or depository)

hereby designated by the Highway Department for that purpose and authorized under the laws of said State to receive public funds of the State of Oregon
(Name)
of such sums as shall not, together with previous payments, exceed the United States pro rata share, as above specified, of the value, as determined by the Administrator after inspection and approval, of the labor and materials which have actually been put into said construction work in compliance with the requirements of Article III hereof.

The Administrator reserves the right to withhold such sum as he may deem necessary to insure completion of construction in compliance with said plans and specifications.

MAINTENANCE OF PROJECT

ARTICLE VI. The Highway Department will maintain said project in compliance with said acts of July 11, 1916, and November 9, 1921, out of funds which have been or will be made available therefor by said State in the manner herein set forth, to wit: Chap. 529, Laws 1939.
(Include reference to statute authorizing funds and probable amount annually available)

RECEIVED
JUL 28 1941

The Highway Department will use every means within its power to insure proper and permanent maintenance of said project, and to that end will provide for the constant making of needed repairs to preserve a smooth-surfaced highway.

Showing of authority of the Highway Department to execute agreements will be found in the agreement for project No. 112.

In witness whereof the parties have hereunto affixed their signatures, the Highway Department on the day and year first above written and the Administrator on the ______ day of JUL 21 1941, 19__

OREGON STATE HIGHWAY COMMISSION
(Official title of Highway Department)

By Henry F. Cabell
Chairman, State Highway Commission
(Title of officer)

By Huron W. Clough
Member, State Highway Commission
(Title of officer)

By Herman Oliver
Member, State Highway Commission
(Title of officer)

By ______
______
(Title of officer)

By ______
______
(Title of officer)

FEDERAL WORKS ADMINISTRATOR,

By H J O'Leary
Acting Commissioner of Public Roads.

U. S. GOVERNMENT PRINTING OFFICE 16—11379

R

Form PR. 3—Revised

FEDERAL WORKS AGENCY
PUBLIC ROADS ADMINISTRATION

CERTIFICATE OF APPROVAL OF PLANS, SPECIFICATIONS, AND ESTIMATES

(Under "An Act to provide that the United States shall aid the States in the construction of rural roads, and for other purposes," approved July 11, 1916, and acts amendatory thereof and supplementary thereto.)

To

THE SECRETARY OF THE TREASURY, AND

THE STATE HIGHWAY DEPARTMENT OF THE STATE OF Oregon

Pursuant to the acts above cited, I hereby certify—

FIRST. That in accordance with the provisions of said acts, I have approved the plans, specifications, and estimates submitted by the State Highway Department of the State of Oregon for the construction of a highway designated in the records of this Agency as Federal Aid Project No. SH-FAP 189-E(1) State of Oregon

SECOND. That in accordance with said provisions I have approved the sum of $110,329.39 as the total estimated cost of said project, and the sum of $67,300.00 as the share of the United States, payable under said acts on account of such project, which does not exceed the authorized Federal pro rata share of said total estimated cost.

Done at the city of Washington, this .... day of .... one thousand nine hundred and JUL 21 1941

FEDERAL WORKS ADMINISTRATOR,

By ....
Acting Commissioner of Public Roads.

U. S. GOVERNMENT PRINTING OFFICE 16—10139

RECEIVED
SEP 12 1941
FOR FILING

FEDERAL WORKS AGENCY
PUBLIC ROADS ADMINISTRATION

UNITED STATES DEPARTMENT OF AGRICULTURE
BUREAU OF PUBLIC ROADS
DISTRICT NO. 1

POST OFFICE BUILDING
PORTLAND, OREGON

Stencil No. 124

IN YOUR REPLY PLEASE REFER TO FILE No. Oregon SN-FAP 189-A (3)
Rice Hill Section
Pacific Highway

189-A-3

August 1, 1941

Mr. R. H. Baldock
State Highway Engineer
Salem, Oregon

Dear Sir:

We are forwarding herewith, for your files, an executed copy of the ____________ project agreement and certificate for the above numbered project.

Very truly yours,

W. H. LYNCH
District Engineer

By L. Caufield
L. J. Caufield
Sr. Highway Engineer

Encls.

Jon

WA4Pr 11319

R

Form P. R. 2

State Oregon

Federal Aid Project No. NH-FAP 189-A(3)

PROJECT AGREEMENT

MEMORANDUM OF AGREEMENT made this 13th day of June, 1941

by and between The Oregon State Highway Commission, constituting

for the purpose hereof, the Highway Department of the State of Oregon hereinafter called the Highway Department, and the Federal Works Administrator, hereinafter called the Administrator, under and pursuant to the provisions of the act of Congress approved July 11, 1916 (39 Stat., 355), entitled "An Act to provide that the United States shall aid the States in the construction of rural post roads, and for other purposes," and of the act approved November 9, 1921 (42 Stat., 212), entitled "An Act to amend the Act entitled 'An Act to provide that the United States shall aid the States in the construction of rural post roads, and for other purposes,' approved July 11, 1916, as amended and supplemented, and for other purposes," and acts amendatory thereof or supplementary thereto:

Whereas the Highway Department of said State submitted on the 9th day of November, 1938, a project statement, which was approved on the 2nd day of December, 1938, for the proposed construction of a project consisting of the road hereinafter described; and

Whereas the Highway Department, in accordance with the rules and regulations promulgated for the administration of the Federal Highway Act, has furnished surveys, plans, specifications, and estimates for Section A(3) of said project which were recommended for approval by the District Engineer of the Public Roads Administration on the 23rd day of September 1940; and

Whereas the Administrator has certified to the Secretary of the Treasury his approval of said surveys, plans, specifications, and estimates, and the sum of ten thousand, eight hundred fifty and no/100 dollars ($10,850.00) as the share of the United States payable under said act on account of Section A(3) of said project, which does not exceed the authorized Federal pro rata share of the approved total estimated cost thereof:

Now, therefore, in consideration of the premises and of the several promises to be faithfully performed by each, as hereinafter set forth, the Highway Department and the Administrator do hereby mutually agree as follows:

16—11370

P

FUNDS AT THE DISPOSAL OF THE HIGHWAY DEPARTMENT

ARTICLE I. Funds for the use of the Highway Department in the construction of said project have been made available in the following manner, to wit:

(*a*) By the State[1] Chap. 175, laws 1917; Chap. 31, laws 1920; Chap. 529, laws 1939.
(Include date and citation of act of legislature by which authorized)

(*b*) From other sources
(State how placed under direct control of Highway Department)

ROAD EMBRACED IN PROJECT

ARTICLE II. This agreement covers the following highway as described in detail in said surveys, plans, and specifications:

Between survey station 1230+75 and survey station 1249+00, the north end of Section E(1) of said project, all in the SE 1/4, Sec. 32, T. 23 S., R. 5 W., W. M.

, length 0.345 of a mile~~s~~, in Douglas County, being Section A(3) of Oregon Federal Aid project. No. SE-FAP 189, consisting of 0.345 of a mile~~s~~ of roadway and no bridge~~s, each~~ of more than 20 feet clear span~~,~~ ~~[illegible] mile in length.~~

RECEIVED
JUL 29 1941

CHARACTER AND METHOD OF CONSTRUCTION

ARTICLE III. The Highway Department will construct or cause to be constructed to final completion said project, in strict compliance with said plans and specifications, which are made a part hereof, under its direct supervision, which shall include adequate inspection throughout the course of construction, subject at all times to inspection and approval by the Administrator or his agents, and in accordance with the laws of said State, the rules and regulations of the Administrator, and the following conditions:

(*a*) It is agreed that the construction work on the project shall be performed by contract, unless the performance thereof by force account shall be approved by the Administrator or his authorized representatives. Such construction work as may be performed by force account shall be paid for on the basis of the units of work performed at the unit prices set forth in the estimate as approved by the Administrator, except that where the total actual cost is ascertained to be less than the estimate so approved the total Federal payments shall not exceed the Federal pro rata share of such total actual cost.

16—11879

UNITED STATES PRO RATA SHARE OF THE COST OF SAID PROJECT

ARTICLE IV. The United States pro rata share of the value of the labor and materials which shall be actually put into the construction of Section A(3) of said project shall not in any event exceed the sum of ten thousand, eight hundred fifty and no/100 dollars ($10,850.00), certified to the Secretary of the Treasury as above mentioned, which does not exceed the authorized Federal pro rata share of seventeen thousand, seven hundred seventy-two and 20/100 dollars ($17,772.20), the approved total estimated cost of Section A(3) of said project.

PAYMENTS

ARTICLE V. As the construction of said project progresses, the Administrator shall from time to time draw warrants on the Secretary of the Treasury for the payment to The State Treasurer (Official or depository) hereby designated by the Highway Department for that purpose and authorized under the laws of said State to receive public funds of the State of Oregon (Name) of such sums as shall not, together with previous payments, exceed the United States pro rata share, as above specified, of the value, as determined by the Administrator after inspection and approval, of the labor and materials which have actually been put into said construction work in compliance with the requirements of Article III hereof.

The Administrator reserves the right to withhold such sum as he may deem necessary to insure completion of construction in compliance with said plans and specifications.

MAINTENANCE OF PROJECT

ARTICLE VI. The Highway Department will maintain said project in compliance with said acts of July 11, 1916, and November 9, 1921, out of funds which have been or will be made available therefor by said State in the manner herein set forth, to wit: Chap. [illegible], Laws 1939. (Include reference to statute authorizing funds and probable amount annually available)

RECEIVED

The Highway Department will use every means within its power to insure proper and permanent maintenance of said project, and to that end will provide for the constant making of needed repairs to preserve a smooth-surfaced highway.

Showing of authority of the Highway Department to execute agreements will be found in the agreement for project No. **112.**

In witness whereof the parties have hereunto affixed their signatures, the Highway Department on the day and year first above written and the Administrator on the ______ day of JUL 19 1941, 19__

OREGON STATE HIGHWAY COMMISSION
(Official title of Highway Department)

By Henry F. Cabell
Chairman, State Highway Commission
(Title of officer)

By ______
Member, State Highway Commission
(Title of officer)

By Herman Oliver
Member, State Highway Commission
(Title of officer)

By ______
______
(Title of officer)

By ______
______
(Title of officer)

FEDERAL WORKS ADMINISTRATOR,

By ______
Acting Commissioner of Public Roads.

U. S. GOVERNMENT PRINTING OFFICE 16—11879

Form PR. 3—Revised

FEDERAL WORKS AGENCY
PUBLIC ROADS ADMINISTRATION

CERTIFICATE OF APPROVAL OF PLANS, SPECIFICATIONS, AND ESTIMATES

(Under "An Act to provide that the United States shall aid the States in the construction of rural roads, and for other purposes," approved July 11, 1916, and acts amendatory thereof and supplementary thereto.)

To

THE SECRETARY OF THE TREASURY, AND

THE STATE HIGHWAY DEPARTMENT OF THE STATE OF Oregon

Pursuant to the acts above cited, I hereby certify—

FIRST. That in accordance with the provisions of said acts, I have approved the plans, specifications, and estimates submitted by the State Highway Department of the State of Oregon for the construction of a highway designated in the records of this Agency as Federal Aid Project No. SN-FAP-189-A(3) State of Oregon

SECOND. That in accordance with said provisions I have approved the sum of $17,772.20 as the total estimated cost of said project, and the sum of $10,850.00 as the share of the United States, payable under said acts on account of such project, which does not exceed the authorized Federal pro rata share of said total estimated cost.

Done at the city of Washington, this .... day of ....
one thousand nine hundred and JUL 19 1941

FEDERAL WORKS ADMINISTRATOR,

By H. J. O'Leary
Acting Commissioner of Public Roads.

s. GOVERNMENT PRINTING OFFICE 16—10130

FORM S-A-1 10M 7-37

COMMISSIONERS
HENRY F. CABELL, CHAIRMAN, PORTLAND
E. B. ALDRICH, PENDLETON
F. L. TOU VELLE, JACKSONVILLE

H. B. GLAISYER, SECRETARY

R. H. BALDOCK
STATE HIGHWAY ENGINEER
SALEM

OREGON STATE HIGHWAY COMMISSION
SALEM

RECEIVED
[illegible]
FOR FILING

187-A-3

Eugene, Oregon
July 22, 1941

IN REPLY PLEASE
REFER TO FILE NO.

10-1117

Soule Steel Company
2727 N. W. 35th Ave.
Portland, Oregon

Dear Sirs:

We have received a copy of your request for information as to the number of dowels, dowel sleeves and tie bars required for the Rice Hill-Turkey Hill Section, Grading and Paving, Douglas County.

The required amounts are as follows:

Dowels	2,150 only
Dowel Sleeves	2,150 only
Tie Bars	3,930 pcs. or 10,000 lbs.

Very truly yours,

E. E. Umphlette
Resident Engineer

EEU:3c
cc/ S. H. Probert
K. D. Lytle

R

RECEIVED
JUL 22 1941
FOR FILING

189-A-3

Salem, Oregon
July 21, 1941

Mr. E. E. Umphlette
Resident Highway Engineer
Eugene, Oregon

Dear Sir:

Enclosed is a copy of a letter from the Soule Steel Company, Portland, Oregon, requesting certain information regarding dowels, dowel sleeves and tie bars required for the "Rice Hill Turkey Hill Section," grading and paving project.

Will you kindly secure this information and advise the Soule Steel Company as soon as possible.

Very truly yours,

R. H. BALDOCK
Chief Engineer

By

S. H. Probert
Office Engineer

Dict. by F. D. Morgan/ER

Encl.

SAN FRANCISCO
LOS ANGELES

TELEPHONE
BEACON 5135

SOULÉ STEEL COMPANY

IRON AND STEEL PRODUCTS

2727 N. W. 35TH AVENUE
PORTLAND, OREGON

Mr Probert

July 19, 1941.

Oregon State Highway Commission,
Attention Mr. Reeves,
Salem, Oregon.

Subject - Rice Hill Turkey Hill Sect. Grading, Douglas Co.
Scappoose Co. Mult. Co. Line Sect.Grading, Columbia Co
Mr. Roy L. Houck, contractor

Gentlemen:-

We have been requested by Mr. Houck to furnish him the tie bars, dowels and dowel sleeves for the above projects. Will you kindly secure information as to the number of dowels, dowel sleeves and tie bars required for each project from your respective resident engineers and advise us as soon as possible.

We have received information from your office for the North Marshfield Section grading in Coos County for which Mr. Houck is also the contractor.

Sincerely yours,

SOULE' STEEL COMPANY,

M E Bush
M. E. Bush

MEB/O

QUOTATIONS SUBJECT TO CHANGE WITHOUT NOTICE. ALL SALES, CONTRACTS OR AGREEMENTS SUBJECT TO STRIKES, ACCIDENTS OR CAUSES BEYOND THE COMPANY'S CONTROL.

RECEIVED

FEDERAL WORKS AGENCY
PUBLIC ROADS ADMINISTRATION

UNITED STATES DEPARTMENT OF AGRICULTURE
BUREAU OF PUBLIC ROADS
DISTRICT No. 1

(Stencil #28)

RECEIVED
10 1941
STATE HIGHWAY COMMISSION

POST OFFICE BUILDING
PORTLAND, OREGON

IN YOUR REPLY PLEASE REFER TO FILE NO. Oregon SN-FAP 189-A (3)
Rice HillSection
Pacific Highway

SN-FAP- 189-A-3

June 9, 1941

Mr. R. H. Baldock
State Highway Engineer
Salem, Oregon

Dear Sir:

We are forwarding herewith two copies of proposed project agreement for signature and return to this office.

Enclosed is an approved copy of the detail estimate, upon which the agreement was based, together with approved copy of specifications.

Very truly yours,

W. H. LYNCH
District Engineer

By T. M. Davis
T. M. Davis
Sr. Highway Engineer

Iron

RECEIVED
MAY 15 1941
FOR FILING

189-E-1

May 7, 1941

Mr. W. H. Lynch
District Engineer
Public Roads Administration
P. O. Box 3900
Portland, Oregon

Dear Sirs:

Herewith are enclosed seven copies of estimate as basis for project agreement for the Rice Hill-Turkey Hill Section, Project No. FA 189-E (1).

Very truly yours,

R. H. BALDOCK
Chief Engineer

By

S. H. Probert
Office Engineer

Dict. by J. W. Nash/ER

Encl.

Oregon State Highway Department Federal Aid Project No. 189-E (1)

RICE HILL-TURKEY HILL SECTION

OF THE PACIFIC HIGHWAY IN DOUGLAS COUNTY

(Estimate as basis for project agreement. Based on low bid prices.)

Salem, Oregon, April 28, 1941

All Required		Clearing and Grubbing		$ 2,533.00
380	cu. yds.	Trench Excavation, Unclassified	$ .75	285.00
109,600	cu. yds.	General Excavation, Unclassified	.14	15,344.00
44,550	yd. mi.	Truck Haul	.10	4,455.00
4,220	lin. ft.	Rounding Cutbanks	.06	253.20
1.87	miles	Finishing Roadbed and Slopes	300.00	561.00
60	lin. ft.	12" Concrete Pipe	1.00	60.00
380	lin. ft.	18" Concrete Pipe	2.00	760.00
130	lin. ft.	24" Concrete Pipe	2.85	370.50
80	lin. ft.	36" Concrete Pipe	5.50	440.00
190	cu. yds.	Class "A" Concrete	25.00	4,750.00
31,000	lbs.	Metal Reinforcement	.06	1,860.00
40	only	Wood Sight Posts	1.50	60.00
20,300	tons	3" - 0" Material in Base	.85	17,255.00
3,040	tons	3/4" - 0" Material in Shoulders and Surfacing	1.50	4,560.00
610	tons	½" - 0" Material in Cushion Course	1.50	915.00
850	cu. yds.	Filler	.40	340.00
850	yd. mi.	Hauling Filler	.10	85.00
850	M-gal.	Sprinkling	2.00	1,700.00
24,200	sq. yds.	Portland Cement Concrete Pavement	1.75	42,350.00
1,860	lin. ft.	Expansion Joints in Pavement	.15	279.00
12,750	lin. ft.	Contraction Joints	.02	255.00
1,820	only	Dowel Bars	.20	364.00
8,450	lbs.	Tie Bars and Reinforcement	.055	464.75
			Subtotal	$100,299.45
			10% Engr. & Cont.	10,029.94
			Total	$110,329.39

Length 1.873 miles
Cost per mile $ 58,905.17

Federal Aid Funds- -	$ 67,300.00
State Funds- -	43,029.39
	$110,329.39

State Funds for Construction: Chap. 175, laws 1917; Chap. 31, laws 1920;
Chap. 529, laws 1939
State Funds for Maintenance: Chap. 529, laws 1939

RECEIVED
MAY 15 1941
FOR FILING

189-A-3

May 7, 1941

Mr. W. H. Lynch
District Engineer
Public Roads Administration
P. O. Box 3900
Portland, Oregon

Dear Sir:

Herewith are enclosed seven copies of estimate as basis for project agreement for the Rice Hill Section, Project No. FA 189-A(3).

Very truly yours,

R. H. BALDOCK
Chief Engineer

By

S. H. Probert
Office Engineer

Dict. by J. W. Nash/ER

Encl.

Oregon State Highway Department   Federal Aid Project No. 189-A (3)

RICE HILL SECTION OF THE
PACIFIC HIGHWAY IN DOUGLAS COUNTY

(Estimate as basis for project agreement. Based on low bid prices.)

Salem, Oregon, April 28, 1941

Roadway (Sta. 1230+75 to 1249+00)

All Required		Clearing and Grubbing		$ 467.00
100	cu. yds.	Trench Excavation, Unclassified	$ .75	75.00
14,400	cu. yds.	General Excavation, Unclassified	.14	2,016.00
450	yd. mi.	Truck Haul	.10	45.00
780	lin. ft.	Rounding Cutbanks	.06	46.80
0.35	mile	Finishing Roadbed and Slopes	300.00	105.00
450	lin. ft.	9" Perforated Corr. Metal Pipe	1.25	562.50
20	lin.ft.	18" Concrete Pipe	2.00	40.00
90	cu. yds.	Rock or Gravel Backfill in Drains	1.50	135.00
10	only	Wood Sight Posts	1.50	15.00
3,700	tons	3" - 0" Material in Base	.85	3,145.00
560	tons	3/4" - 0" Material in Shoulders and Surfacing	1.50	840.00
110	tons	½" - 0" Material in Cushion Course	1.50	165.00
150	cu. yds.	Filler	.40	60.00
150	yd. mi.	Hauling Filler	.10	15.00
150	M-gals.	Sprinkling	2.00	300.00
4,500	sq. yds.	Portland Cement Concrete Pavement	1.75	7,875.00
340	lin. ft.	Expansion Joints in Pavement	.15	51.00
2,350	lin. ft.	Contraction Joints	.02	47.00
330	only	Dowel Bars in Pavement	.20	66.00
1,550	lbs.	Tie Bars and Reinforcement	.055	85.25
			Subtotal	$16,156.55
			10% Engr. & Cont.	1,615.65
			Total	$17,772.20

Length .345 mile
Cost per mile $ 51,513.62

Federal Aid Funds- $10,850.00
State Funds- 6,922.20

$17,772.20

State Funds for Construction: Chap. 175, laws 1917; Chap. 31, laws 1920;
Chap. 529, laws 1939
State Funds for Maintenance: Chap. 529, laws 1939

September 13, 1940

Mr. W. H. Lynch
District Engineer
Public Roads Administration
Post Office Box 3900
Portland, Oregon

Dear Sir:

Herewith are enclosed seven copies of estimate and three copies of right of way statement to accompany plans and specifications for the Rice Hill Section, Project No. FA 189-A (3).

Two sets of special provisions, four copies of standard contract form and five sets of blueprint plans are being sent under separate cover.

Very truly yours,

R. H. BALDOCK
Chief Engineer

By

S. H. Probert
Office Engineer

Dict. by J. W. Nash/GS

Encl.

Oregon State Highway Department Federal Aid Project No. 189-A (3)

RICE HILL SECTION OF THE
PACIFIC HIGHWAY IN DOUGLAS COUNTY

(Estimate to accompany plans and specifications. Not as basis for project agreement.)

Salem, Oregon, September 13, 1940

Roadway (Sta. 1230+75 to 1249+00)

All Required		Clearing and Grubbing		$ 300.00
100	cu. yds.	Trench Excavation, Unclassified	$ 1.00	100.00
14,400	cu. yds.	General Excavation, Unclassified	.20	2,880.00
450	yd. mi.	Truck Haul	.12	54.00
780	lin. ft.	Rounding Cutbanks	.08	62.40
0.35	mile	Finishing Roadbed and Slopes	200.00	70.00
450	lin. ft.	9" Perforated Corr. Metal Pipe	1.10	495.00
20	lin. ft.	18" Concrete Pipe	2.00	40.00
90	cu. yds.	Rock or Gravel Backfill in Drains	2.00	180.00
10	only	Wood Sight Posts	2.00	20.00
3,700	tons	3" - 0" Material in Base	1.10	4,070.00
560	tons	3/4" - 0" Material in Shoulders and Surfacing	1.50	840.00
110	tons	½" - 0" Material in Cushion Course	1.60	176.00
150	cu. yds.	Filler	.40	60.00
150	yd. mi.	Hauling Filler	.15	22.50
150	M-gal.	Sprinkling	1.25	187.50
4,500	sq. yds.	Portland Cement Concrete Pavement	1.70	7,650.00
340	lin. ft.	Expansion Joints in Pavement	.20	68.00
2,350	lin. ft.	Contraction Joints	.02	47.00
330	only	Dowel Bars in Pavement	.15	49.50
1,550	lbs.	Tie Bars and Reinforcement	.06	93.00
			Subtotal	$ 17,064.90
			10% Engr. & Cont.	1,706.49
			Total	$ 18,771.39

Length	.437 mile
Cost per mile	$ 42,955.12

Federal Aid Funds- -	$ 11,450.00
State Funds- -	7,321.39
	$ 18,771.39

RICE HILL SECTION

PROJECT NO. FA 189-A (3)

All necessary right of way has been acquired for this project.

R. H. BALDOCK
Chief Engineer

By

S. H. Probert
Office Engineer

September 13, 1940

RECEIVED
OCT 16 1940
FOR FILING

T-4 · A-2

October 15, 1940

Mr. Roy L. Houck
212 U. S. National Bank Building
Salem, Oregon

Dear Sir:

We hand you herewith four copies of Contract No. 2366 which was awarded to you by the State Highway Commission on October 10, 1940, covering the grading and paving of the Rice Hill-Turkey Hill Section of the Pacific Highway, in Douglas County.

Kindly execute all four copies of this contract as to agreement and bond and return them to this office for approval by the State Highway Commission. When this has been secured, a fully executed copy will be returned to you for your records and files. We will also send an executed copy to the surety on your bond.

Your special attention is called to the paragraph on page 15 (section 6), relating to the Workmen's Compensation Act. You will be expected to accept the terms of this Act and to carry on your work under this contract in strict conformance thereto.

Your attention is also called to the paragraph on the same page, relating to the payment by the contractor of amounts due hospital associations, et cetera.

Very truly yours,

STATE HIGHWAY COMMISSION
By

Secretary

MEL

NOTED
D. G. DeSart

RECEIVED
OCT 15 1940
FOR FILING

187-R-3

October 14, 1940

Mr. Roy L. Houck
212 U. S. Nat'l Bank Bldg.
Salem, Oregon

Dear Sir:

The State Highway Commission on October 10, 1940, awarded you the contract for 2.22 miles grading and paving on the Rice Hill-Turkey Hill Section of the Pacific Highway, in Douglas County. This award was based on your low bid of $116,456.00 submitted on that date.

Contract forms will be sent to you for execution within the next few days.

Very truly yours,

STATE HIGHWAY COMMISSION

By

Secretary

AM

cc - Mr. S. H. Probert
Mr. G. S. Paxson

RECEIVED
Y 15 1941

189-A-3

FEDERAL WORKS AGENCY
PUBLIC ROADS ADMINISTRATION
DISTRICT ONE

MONTANA
OREGON
WASHINGTON

POST OFFICE BUILDING
PORTLAND, OREGON

October 10, 1940

Mr. R. H. Baldock
State Highway Engineer
Salem, Oregon

Dear Sir:

This is to confirm our verbal concurrence in award of contract, as of this date, for Oregon Federal Aid Projects Nos. 189-A (3) and 189-B (1), Rice Hill-Turkey Hill Section of the Pacific Highway, to Roy L. Houck, Salem, Oregon, who submitted the low bid.

Very truly yours,

W. H. LYNCH
District Engineer

By F E Andrews
F. E. Andrews
Sr. Highway Engineer

RECEIVED

189-A-3

FEDERAL WORKS AGENCY
PUBLIC ROADS ADMINISTRATION
DISTRICT ONE

MONTANA
OREGON
WASHINGTON

POST OFFICE BUILDING
PORTLAND, OREGON

RECEIVED
26 1940
STATE HIGHWAY COMMISSION

September 23, 1940

Mr. R. H. Baldock
State Highway Engineer
Salem, Oregon

Dear Sir:

P.S. & E. documents for Oregon Federal Aid Project No. 189-A (3), Rice Hill Section of the Pacific Highway, are this date being recommended for approval. This is your authority to advertise, subject to final review and approval by the Commissioner of Public Roads.

We have corrected the length and cost per mile on the estimate to 0.345 and $54,409.83, respectively.

Our concurrence in award of contract will necessarily be withheld pending clearance of all right of way on FAP 189-E (1). This is as a result of both projects being included in the same contract.

Very truly yours,

W. H. LYNCH
District Engineer

By: F. E. Andrews
F. E. Andrews
Sr. Highway Engineer

FEDERAL WORKS AGENCY
PUBLIC ROADS ADMINISTRATION
DISTRICT ONE

MONTANA
OREGON
WASHINGTON

POST OFFICE BUILDING
PORTLAND, OREGON

September 23, 1940

Mr. R. H. Baldock
State Highway Engineer
Salem, Oregon

Dear Sir:

P.S. & E. documents for Oregon Federal Aid Project No. 189-E (1), Rice Hill - Turkey Hill Section of the Pacific Highway, are this date being recommended for approval. This is your authority to advertise, subject to final review and approval by the Commissioner of Public Roads.

Your right of way statement of September 13th shows that all the right of way for this project has not been obtained. It will be necessary for us to withhold concurrence in award of contract until all right of way has been cleared.

Very truly yours,

W. H. LYNCH
District Engineer

By F. E. Andrews
F. E. Andrews
Sr. Highway Engineer

September 13, 1940

Mr. W. H. Lynch
District Engineer
Public Roads Administration
Post Office Box 3900
Portland, Oregon

Dear Sir:

Herewith are enclosed seven copies of estimate and three copies of right of way statement to accompany plans and specifications for the Rice Hill-Turkey Hill Section, Project No. FA 189-E (1).

Two sets of special provisions, four copies of standard contract form and five sets of blueprint plans are being sent under seperate cover.

Very truly yours,

R. H. BALDOCK
Chief Engineer

By

S. H. Probert
Office Engineer

Dict. by J. W. Nash/GS

Encl.

Oregon State Highway Department Federal Aid Project No. 189-E (1)

RICE HILL-TURKEY HILL SECTION
OF THE PACIFIC HIGHWAY IN DOUGLAS COUNTY

(Estimate to accompany plans and specifications. Not as basis for project agreement.)

Salem, Oregon, September 13, 1940

All Required		Clearing and Grubbing		$ 1,700.00
380	cu. yds.	Trench Excavation, Unclassified	$1.00	380.00
109,600	cu. yds.	General Excavation, Unclassified	.20	21,920.00
44,550	yd. mi.	Truck Haul	.12	5,346.00
4,220	lin. ft.	Rounding Cutbanks	.08	337.60
1.87	miles	Finishing Roadbed and Slopes	200.00	374.00
60	lin. ft.	12" Concrete Pipe	1.00	60.00
380	lin. ft.	18" Concrete Pipe	2.00	760.00
130	lin. ft.	24" Concrete Pipe	3.00	390.00
80	lin. ft.	36" Concrete Pipe	5.50	440.00
190	cu. yds.	Class "A" Concrete	22.00	4,180.00
31,000	lbs.	Metal Reinforcement	.06	1,860.00
40	only	Wood Sight Posts	2.00	80.00
20,300	tons	3" - 0" Material in Base	1.10	22,330.00
3,040	tons	3/4" - 0" Material in Shoulders and Surfacing	1.50	4,560.00
610	tons	½" - 0" Material in Cushion Course	1.60	976.00
850	cu. yds.	Filler	.40	340.00
850	yd. mi.	Hauling Filler	.15	127.50
850	M-gal.	Sprinkling	1.25	1,062.50
24,200	sq. yds.	Portland Cement Concrete Pavement	1.70	41,140.00
1,860	lin. ft.	Expansion Joints in Pavement	.20	372.00
12,750	lin. ft.	Contraction Joints	.02	255.00
1,820	only	Dowel Bars	.15	273.00
8,450	lbs.	Tie Bars and Reinforcement	.06	507.00
		Subtotal		$ 109,770.60
		10% Engr. & Cont.		10,977.06
		Total		$ 120,747.66

Length	1.873 miles
Cost per mile	$ 64,467.51

Federal Aid Funds- -	$ 36,000.00
State Funds- -	84,747.60
	$ 120,747.66

RICE HILL-TURKEY HILL SECTION

PROJECT NO. FA 189-E (1)

While negotiations for right of way are in progress, some seven parcels have not been acquired, nor has the right to occupy and use these parcels been secured, but it is now believed that all necessary right of way can be made fully available within twenty-four days.

R. H. BALDOCK
Chief Engineer

By

S. H. Probert
Office Engineer

September 13, 1940

FORM 9-X-1 7M 11-38
~~COMMISSIONERS~~
HENRY F. CABELL, CHAIRMAN, PORTLAND
E. B. ALDRICH, PENDLETON
F. L. TOU VELLE, JACKSONVILLE

H. B. GLAISYER, SECRETARY

R. H. BALDOCK
STATE HIGHWAY ENGINEER
SALEM

OREGON STATE HIGHWAY COMMISSION
SALEM

IN REPLY PLEASE
REFER TO FILE NO.

March 2, 1939

Const
Projects
Primary

NOTED
te Highway Engineer

R. H. Baldock
State Highway Engineer
Salem, Ore.

Attention: H. C. Smith

Dear Sir:

I could not find where wehad ever made an estimate on the Rice Hill-Turkey Hill Section and have, therefore, made up one which is attached hereto.

When the final grade line is adjusted, there may be small variations in the quantities shown, but do not believe it will amount to very much in money.

Very truly yours,

KDLytle

K. D. LYTLE
Division Engineer

enc

KDL:G

cc: Baldock ✓

[illegible] FORM 11-37
COMMISSIONERS
HENRY F. CABELL, CHAIRMAN, PORTLAND
E. B. ALDRICH, PENDLETON
F. L. TOU VELLE, JACKSONVILLE

H. B. GLAISYER, SECRETARY

R. H. BALDOCK
STATE HIGHWAY ENGINEER
SALEM

OREGON STATE HIGHWAY COMMISSION
SALEM

RECEIVED
APR 4 1938
FOR FILING

March 28th, 1938

IN REPLY PLEASE
REFER TO FILE NO.

Mr. R. H. Baldock
State Highway Engineer
Salem, Oregon

NOTED

Attention: Mr. H. G. Smith.

Dear Sir:

I hand you herewith soil profile of the Rice Hill-Turkey Hill Section of the Pacific Highway in Douglas County.

Very truly yours,

K. D. LYTLE
DIVISION ENGINEER

KDL:AR

cc to: R. H. Baldock ✓

CONTRACT# [redacted] 2367

148-G-3 Oakerman Ranch-Sagehen Hill 1940
Sec., Central Oregon Hwy.
#2367

148-G-3

FEDERAL WORKS AGENCY
PUBLIC ROADS ADMINISTRATION
DISTRICT ONE

MONTANA
OREGON
WASHINGTON

POST OFFICE BUILDING
PORTLAND, OREGON

August 11, 1942

Mr. R. H. Baldock
State Highway Engineer
Salem, Oregon

Dear Sir:

Reference is made to your letter of August 6 regarding the final voucher for Oregon FAP 148-G (3), the Oakerman Ranch-Sage Hen Hill Section of the Central Oregon Highway. In view of the penalty limitation of $25 per day we are recommending the voucher for payment in the amount submitted.

While it is probably true that a written agreement is required only where temporary suspension of the work is ordered in advance, it appears that in no other case is a suspension of work to be considered at all in granting extensions of time, even though it may be obvious that the suspension was unavoidable.

Very truly yours,

W H Lynch

W. H. LYNCH
District Engineer

RECEIVED
AUG 7 1942
FOR FILING

148-G-3

August 6, 1942

Mr. W. H. Lynch
District Engineer
Public Roads Administration
Post Office Box 3900
Portland, Oregon

Dear Sir:

Reference is made to your letter of July 30, 1942, concerning the engineering costs for the month of July, 1941, included in the final voucher for the Okerman Ranch-Sage Hen Hill Section, Project No. FA 148-G (3), which costs were incurred subsequent to the completion date.

Since the elimination of these costs in the final voucher will result in a reduction of but $34.35 in the amount claimed, it is our suggestion the voucher be recommended for payment in the reduced amount, unless the limitation set forth in Section 7-3 of the standard specification form, concerning the amount of engineering cost chargeable to the contractor, can be applied.

We are assuming these costs are considered ineligible for reimbursement for the reason that, in your opinion, they should have been paid by the contractor. If this had been done, however, the maximum penalty allowable under the specifications of $25.00 per day would have governed since it is considerably exceeded by the actual cost of $1,271.62 for the month. Accordingly, it appears that the difference between the actual cost and the maximum allowable penalty of $775.00 for the 31 day period should be eligible for Federal participation and no reduction in the final voucher should be necessary.

Mention was made in your letter concerning the requirement of a written agreement under Section 7-3 of the standard specification for time extensions where engineering penalty is waived. This, however, is not our understanding of the specification as no reference is made of a written agreement, except where temporary suspension of work is ordered by the engineer in advance and an extension of time is requested. In this case, the specification states that a written agreement will be considered sufficient cause for waiver of the engineering costs.

Very truly yours,

R. H. BALDOCK
Chief Engineer

By

S. H. Probert
Office Engineer

Dict. by J. W. Nash/GS

FEDERAL WORKS AGENCY
PUBLIC ROADS ADMINISTRATION
DISTRICT ONE

MONTANA
OREGON
WASHINGTON

POST OFFICE BUILDING
PORTLAND, OREGON

July 30, 1942

Mr. R. H. Baldock
State Highway Engineer
Salem, Oregon

Dear Sir:

Reference is made to your letter of July 28 advising as to the amount of salaries charged to participating engineering for the month of July 1941 on the Oakerman Ranch-Sage Hen Hill section of the Central Oregon Highway, Oregon FAP 148-G (3).

Our letter of January 23, 1942, stated that we would recommend a 40 day extension of time for the project, but our Washington office now requests that copies of the written agreement provided for by Section 7-3 of the Standard Specifications be submitted. We have assumed that no such formal agreement was entered into, but since the participating costs, exclusive of the $1,271.62 engineering for July 1941, would permit payment of the voucher in the amount of $4,965.65, resulting in a reduction of only $34.35, it may be that you are willing to concur in that action.

Since there would undoubtedly be some other eligible engineering costs, not now claimed, which might be added to the participating engineering, we believe the voucher might be returned to you and resubmitted so as to collect the full project agreement amount if you care to do so. Please advise us promptly as to your wishes in the matter.

To avoid similar questions in the future it is suggested that the specifications be strictly adhered to in order that a record can be made to support extensions of time.

Very truly yours,

W H Lynch

W. H. LYNCH
District Engineer

RECEIVED
JUL 2
FOR FILING

148-G-3

July 28, 1942

Mr. W. H. Lynch
District Engineer
Public Roads Administration
P. O. Box 3900
Portland, Oregon

Dear Sir:

Reference is made to the inquiry contained in your letter of July 21, 1941, concerning the amount of salaries charged to participating engineering for the month of July, 1941, on the Oakerman Ranch-Sage Hen Hill Section, Project No. FA 148-G (3).

Please be advised that this amount is $1,271.62.

Very truly yours,

R. H. BALDOCK
Chief Engineer

By

S. H. Probert
Office Engineer

Dist. by J. W. Nash/ER

FEDERAL WORKS AGENCY
PUBLIC ROADS ADMINISTRATION
DISTRICT ONE

MONTANA
OREGON
WASHINGTON

POST OFFICE BUILDING
PORTLAND, OREGON

July 21, 1942

Mr. R. H. Baldock
State Highway Engineer
Salem, Oregon

Dear Sir:

Reference is made to our letter of July 17 and your reply of July 20 in connection with the extension of contract time granted Mr. E. L. Rigdon on your contract No. 2367, Okerman Ranch-Sage Hen Hill Section of the Central Oregon Highway, Oregon FAP 148-G (3).

Will you please advise the amount of salaries charged to participating engineering for the month of July, 1941. A question has been raised by our Washington Office regarding the extension of time, but if less than $1,215.90 participating engineering after the original time limit was claimed, it appears that the voucher can be paid in the amount submitted without regard to the question.

Very truly yours,

W. H. LYNCH
District Engineer

$ 1271.62

RECEIVED
JUL 21 1942
FOR FILING

148-G-3

July 20, 1942

Mr. W. H. Lynch
District Engineer
Public Roads Administration
P. O. Box 3900
Portland, Oregon

Dear Sir:

Reference is made to your letter of July 17, 1942, containing inquiry concerning engineering penalty on the Oakerman Ranch-Sagehen Hill Section, Project No. FAP 148-G (3).

We are enclosing herewith copies of an excerpt from the minutes of the meeting on January 21, 1942 of the Highway Commission, relieving the contractor from payment of engineering costs incurred subsequent to the specified completion date of June 30, 1941.

Your letter of January 23, 1942 granted the contractor an extension of 40 days, or to August 9, 1941, without penalty. In the final Federal Aid voucher, only engineering expense incurred prior to July 31, 1941 was included as a participating cost and, accordingly, no deduction for engineering penalty was necessary.

Very truly yours,

R. H. BALDOCK
Chief Engineer

By

E. H. Probert
Office Engineer

Dictated by J. W. Nash/ER

EXCERPT FROM MINUTES OF MEETING ON JANUARY 21, 1942

OF THE OREGON STATE HIGHWAY COMMISSION

Mr. E. L. Rigdon, contractor for the construction of grading, surfacing and oiling the Oakerman Ranch-Sagehen Hill Section of the Central Oregon Highway, in Harney County, contract No. 2367, was present and asked the Commission to relieve him from payment of the penalty heretofore assessed against him for failure to complete the project within the specified time limit. He said that he underbid this job in the first place but accepted the contract because he thought he could at least break even; however, he lost considerable money on the job. He also said he made an honest effort to do a good job and feels, under the circumstances, that he should not be required to pay the penalty which amounts to about $2,200. The Engineer verified Mr. Rigdon's allegations as being substantially correct, stating that Mr. Rigdon encountered unforeseen difficulties that were beyond his control. He recommended, in view of the circumstances, that Mr. Rigdon be relieved from payment of the entire penalty. Commissioner Oliver remarked that he inspected this job a number of times during progress of construction and can also verify the statements made by Mr. Rigdon. He favored granting the request. Commissioner Clough concurred. The Engineer's recommendation was thereupon approved. The Engineer was instructed to secure approval of the action by the Public Roads Administration, if possible.

FEDERAL WORKS AGENCY
PUBLIC ROADS ADMINISTRATION
DISTRICT ONE

MONTANA
OREGON
WASHINGTON

POST OFFICE BUILDING
PORTLAND, OREGON

July 17, 1942

Mr. R. H. Baldock
State Highway Engineer
Salem, Oregon

Dear Sir:

Reference is made to the extension of contract time granted to E. L. Rigdon in connection with your contract No. 2367, the Okerman Ranch-Sage Hen Hill Section of the Central Oregon Highway, Oregon FAP 148-G (3).

The excerpt from the Commission's minutes of October 17, 1941, furnished with the final voucher, indicates that the extension was granted subject to the contractor's reimbursing the State for extra engineering expense subsequent to the date of completion specified in the contract. The voucher does not indicate whether or not a deduction from the contractor's estimate was made for this purpose, but shows as participating engineering $3,991.36 salaries, and as non-participating engineering $2,682.23.

Will you please advise if the salaries shown include any covering time after June 30, 1941. If so, please advise the amount included for such salaries after the time limit. If a deduction was actually made for engineering costs after the time limit, will you please advise as to the amount thereof for our records.

Engr salaries charged
to July 31, 1941

Very truly yours,

W. H. LYNCH
District Engineer

By L. J. Caufield
L. J. Caufield
Sr. Highway Engineer

RECEIVED
JUL 20 1942
FOR FILING

[illegible]

July 18, 1942

The Aetna Casualty & Surety Co.
Bates, Lively & Pearson, Agents
Yeon Building
Portland, Oregon

Gentlemen:

Dey, Hampson & Nelson, Attorneys at Law, Portland, have today advised this office that the claim of the Standard Oil Company, in the amount of $1,403.49, against E. L. Rigdon in connection with state highway contract No. 2347, Oakerman Ranch-Sagehen Hill Section of the Central Oregon Highway, has been satisfied.

This information is given you inasmuch as you appear surety on the bond furnished by Mr. Rigdon in connection with this contract.

Very truly yours,
STATE HIGHWAY COMMISSION

By

Secretary

DD:AM

cc - E. L. Rigdon
Days Creek, Oregon

NOTED
D. G. DeSart

July 18, 1942

Dey, Hampson & Nelson
Attorneys at Law
800 Pacific Building
Portland, Oregon

Gentlemen:

This is to acknowledge receipt of and thank you for your letter of July 17, 1942, advising that the claim of the Standard Oil Company, in the amount of $1,403.49, against E. L. Rigdon, in connection with state highway contract No. 2367, has been satisfied.

In accordance with our usual practice, we are today bringing this to the attention of the surety on the bond furnished by Mr. Rigdon.

Very truly yours,
STATE HIGHWAY COMMISSION

By

Secretary

DD:AM

DEY, HAMPSON & NELSON
ATTORNEYS AT LAW
800 PACIFIC BUILDING
PORTLAND, OREGON

ALFRED A. HAMPSON
PAUL P. FARRENS
CLARENCE J. YOUNG
ANDREW KOERNER
HERBERT L. SWETT
FRANK C. McCOLLOCH
RICHARD R. MORRIS
JAMES C. DEZENDORF
ROSCOE C. NELSON, JR.
ALFRED H. CORBETT
JOHN GORDON GEARIN
JACK M. McLAUGHLIN

July 17, 1942

State Highway Commission,
Salem, Oregon.

Gentlemen:

Please refer to your letter of January 31 in regard to the amended claim filed by us on behalf of the Standard Oil Company of California against the bond taken in connection with State Highway Contract No. 2367.

We are enclosing herewith copy of letter which we have today written Hon. Earl Snell, advising him that this claim has been satisfied.

Very truly yours,

Dey, Hampson & Nelson

14-29

Enclosure.

REFERRED TO
De Sart
BY SECRETARY

usual letters

DEY, HAMPSON & NELSON
ATTORNEYS AT LAW
800 PACIFIC BUILDING
PORTLAND, OREGON

ALFRED A. HAMPSON
PAUL P. FARRENS
CLARENCE J. YOUNG
ANDREW KOERNER
HERBERT L. SWETT
FRANK C. M^C COLLOCH
RICHARD R. MORRIS
JAMES C. DEZENDORF

ROSCOE C. NELSON, JR.
ALFRED H. CORBETT
JOHN GORDON GEARIN
JACK M. M^C LAUGHLIN

July 17, 1942

Hon. Earl Snell,
Secretary of State,
Salem, Oregon.

Dear Sir:

On January 31, 1942, we filed with you, on behalf of the Standard Oil Company of California, its amended notice of claim in the sum of $1,403.49 against the bond taken from E. L. Rigdon, principal, and Aetna Casualty & Surety Company, surety, in connection with the work of grading and construction of 6.88 miles on the Okerman Ranch-Sage Hen Hill Section of the Central Oregon Highway in Harney County, Oregon, Oregon State Highway Contract No. 2367.

Please be advised that the Standard Oil Company of California has secured satisfaction of this claim, so we request that you mark your files to show that the claim has been taken care of.

We are sending a copy of this letter to the State Highway Commission.

Very truly yours,

DEY, HAMPSON & NELSON

14-29

cc: State Highway Commission

RECEIVED
MAY 29 1942
FOR FILING

148-G-3

May 28, 1942

Mr. W. H. Lynch
District Engineer
Public Roads Administration
P. O. Box 3900
Portland, Oregon

Dear Sir:

In accord with the request contained in your letter of May 25, 1941, we are enclosing herewith four copies of an excerpt from the minutes of the meeting on October 17, 1941 of the State Highway Commission, granting an extension of time for Contract No. 2367, Okerman Ranch-Sagehen Hill Section, Project No. FA 148-G (3).

With reference to your inquiry concerning the length of the project, the correct length is 10.435 miles, which conforms to the lengths given for the several portions. The length of the original project was 10.440 miles and the reduction of .005 mile was occasioned partially by the addition of spirals to the curve at approximate station 5975, and partially by correction of the original survey chaining. As indicated on the plans, the station of the end of project is Station 6081+01.9 which equals Station 6081+26.7 of the original project.

Very truly yours,

R. H. BALDOCK
Chief Engineer

By

S. H. Probert
Office Engineer

Dictated by J. W. Nash/ER

Encl.

RECEIVED
FEB 18 1942
FOR FILING

141-6-2

February 17, 1942

Shell Oil Company, Inc.
1220 S. W. Morrison Street
Portland, Oregon

Attention: Frank J. Hurner

Gentlemen:

In accordance with your letter of February 16, we advise that E. L. Rigdon's contract No. 2367 for grading, surfacing and oiling the Okerman Ranch-Sagehen Hill Section of the Central Oregon Highway was completed September 3, 1941, and accepted October 17, 1941.

Final payment has not yet been made, but it is in process of payment and will probably be mailed to Mr. Rigdon within the next week or ten days.

Very truly yours,
STATE HIGHWAY COMMISSION

By

Secretary

DD/mm

NOTED
D. DeSart

SHELL OIL COMPANY
INCORPORATED
1220 S.W. MORRISON STREET
PORTLAND, OREGON

TELEPHONE ATWATER 7321

February 16, 1942

Oregon State Highway Commission
Salem, Oregon

Gentlemen:

Re: State of Oregon Contract 2367
E. L. Rigdon, Contractor

It will be appreciated if you will give us the completion and acceptance dates of the above contract and also advise whether or not final payment has been made to the contractor.

A self-addressed, stamped envelope is enclosed for your convenience.

Very truly yours,

SHELL OIL COMPANY
Incorporated

FRANK J. HURNER
Division Credit Manager

final [illegible] payment

FJH:GC
Encl.

RECEIVED
FEB 3 1942
FOR FILING

February 2, 1942

The Aetna Casualty & Surety Co.
Bates, Lively & Pearson, Agents
Yeon Building
Portland, Oregon

Gentlemen:

Attached hereto is an amended notice of claim, in the amount of $1,403.49, which has been filed by the Standard Oil Company of California against the bond taken from E. L. Rigdon in connection with state highway contract No. 2367 which is for construction of the Oakerman Ranch-Sagehen Hill Section of the Central Oregon Highway, in Harney County. You will note that $763.75 has been paid on the original claim of $2,167.24, leaving a balance still due of $1,403.49.

This notice is forwarded to you inasmuch as you appear surety on the bond furnished by Mr. Rigdon.

Very truly yours,
STATE HIGHWAY COMMISSION

By

Secretary

DD:AM

cc - Mr. E. L. Rigdon
Days Creek, Oregon

NOTED
D. DeSart

February 2, 1942

Honorable Earl Snell
Secretary of State
CAPITOL
Salem, Oregon

Dear Sir:

This acknowledges receipt of your letter of January 31, 1942, with copies inclosed of an amended notice of claim of the Standard Oil Company against the bond taken from E. L. Rigdon in connection with state highway contract No. 2367.

In accordance with our usual practice we are today forwarding copies of this amended notice of claim to the surety company and to the contractor.

Very truly yours,
STATE HIGHWAY COMMISSION

By

Secretary

DD:AM

NOTED
D. . DeSart

EARL SNELL
SECRETARY OF STATE
SALEM, OREGON

January 31, 1942

Oregon State Highway Commission
Salem, Oregon

Gentlemen: Attention Mr. H. B. Glaisyer

Dey, Hampson & Nelson, Attorneys, Portland, have forwarded an amended notice of claim by Standard Oil Company of California for $1403.49 against the bond taken from E. L. Rigdon, principal, and Aetna Casualty & Surety Company, surety, for work on the Okerman Ranch-Sage Hen Hill Section of the Central Oregon Highway in Harney County, contract No. 2367, which has been filed today.

Three copies of this amended notice is enclosed for your information and files.

Very truly yours,

Earl Snell
Secretary of State

S:FM
encs. 3

REFERRED TO [illegible]
BY SECRETARY

COPY

STATE OF OREGON,
THE SECRETARY OF STATE thereof,
and theSTATE HIGHWAY COMMISSION:

NOTICE IS HEREBY given that the undersigned, STANDARD OIL COMPANY OF CALIFORNIA, a corporation, has a claim for goods, wares and merchandise, consisting of Calol Paving Asphalt in the sum of Fourteen Hundred Three and 49/100ths Dollars ($1,403.49), against the bond taken from E. L. RIGDON, principal, and AETNA CASUALTY & SURETY COMPANY, surety, for the work of grading and construction of 6.88 miles on the Okerman Ranch-Sage Hen Hill Section of the Central Oregon Highway in Harney County, Oregon, Oregon State Highway Job No. 2367.

On January 28, 1942, the undersigned filed a claim dated January 27, 1942, in the sum of Two Thousand One Hundred Sixty-seven and 24/100ths Dollar ($2,167.24) against the same bond in connection with goods, wares and merchandise furnished to the contractor in connection with work above described. A payment of Seven Hundred Sixty-three and 75/100ths Dollars $763.75) has now been made on account of said claim, leaving a balance due of Fourteen Hundred Three and 49/100ths Dollars ($1403.49) as above set forth, and the purpose of this notice is to supplement and supersede said notice of January 27, 1942.

Dated at Portland, Oregon, January 29th, 1942.

STANDARD OIL COMPANY OF CALIFORNIA

By E. V.Burns
District Sales Manager at
Portland, Oregon

Endorsed: File No. 3034
Filed January 31, 1942
EARL SNELL
Secretary of State

January 31, 1942

Day, Hampson & Nelson
Attorneys at Law
800 Pacific Building
Portland, Oregon

Gentlemen:

This acknowledges receipt of your letter of January 29, 1942, advising that $763.75 has been paid on the claim of the Standard Oil Company of California against the bond taken from E. L. Higuon in connection with state highway contract No. 2367, leaving a balance still due of $1,403.49.

In accordance with our usual practice, we are today notifying the bonding company and the contractor that this payment has been made.

Very truly yours,
STATE HIGHWAY COMMISSION

By

Secretary

DD:AH

NOTED
D. [illegible]. DeSart

DEY, HAMPSON & NELSON
ATTORNEYS AT LAW
800 PACIFIC BUILDING
PORTLAND, OREGON

ALFRED A. HAMPSON
PAUL P. FARRENS
CLARENCE J. YOUNG
ANDREW KOERNER
HERBERT L. SWETT
FRANK C. McCOLLOCH
RICHARD R. MORRIS
JAMES C. DEZENDORF
ROSCOE C. NELSON, JR.
ALFRED H. CORBETT
JOHN GORDON GEARIN
JACK M. McLAUGHLIN

January 29, 1942.

State Highway Commission,

Salem, Oregon.

Gentlemen:

Please refer to our letter of January 27th addressed to the Secretary of State, a copy of which was sent you, in regard to the claim of the Standard Oil Company of California, in the sum of $2,167.24 against the bond taken from E. L. Rigdon, principal, and Aetna Casualty & Surety Company, surety, for materials furnished on contract No. 2367.

We now enclose copy of a letter which we have written the Secretary of State today informing him that a payment of $763.75 has been made on this claim, leaving a balance due of $1,403.49, and filing an amended claim in that amount.

Very truly yours,

Dey, Hampson Nelson

14/9
Enclosure

STATE OF OREGON,
THE SECRETARY OF STATE thereof,
and the STATE HIGHWAY COMMISSION:

NOTICE IS HEREBY given that the undersigned, STANDARD OIL COMPANY OF CALIFORNIA, a corporation, has a claim for goods, wares and merchandise, consisting of Calol Paving Asphalt in the sum of Fourteen Hundred Three and 49/100ths Dollars ($1,403.49), against the bond taken from E. L. RIGDON, principal, and AETNA CASUALTY & SURETY COMPANY, surety, for the work of grading and construction of 6.88 miles on the Okerman Ranch-Sage Hen Hill Section of the Central Oregon Highway in Harney County, Oregon, Oregon State Highway Job No. 2367.

On January 28, 1942, the undersigned filed a claim dated January 27, 1942, in the sum of Two Thousand One Hundred Sixty-seven and 24/100ths Dollars ($2,167.24) against the same bond in connection with goods, wares and merchandise furnished to the contractor in connection with work above described. A payment of Seven Hundred Sixty-three and 75/100ths Dollars $763.75) has now been made on account of said claim, leaving a balance due of Fourteen Hundred Three and 49/100ths Dollars ($1403.49) as above set forth, and the purpose of this notice is to supplement and supersede said notice of January 27, 1942.

Dated at Portland, Oregon, January 29th, 1942.

STANDARD OIL COMPANY OF CALIFORNIA

By E. V. Burns
District Sales Manager at
Portland, Oregon

RECEIVED
FEB 3 1942
FOR FILING

148-1-3

February 2, 1942

The Aetna Casualty & Surety Co.
319 Yeon Building
Portland, Oregon

Attention: G. Cyrus Bishop, Aetnaizer

Gentlemen:

In reply to your letter of January 31, 1942, we advise that E. L. Rigdon's contract No. 2367, which is for construction of the Oakerman Ranch-Sagehen Hill Section of the Central Oregon Highway, in Harney County, was completed on September 3, 1941, and was accepted by the State Highway Commission on October 17, 1941.

The total amount earned on this contract, including final payment which will probably be made the first part of next week, is $94,914.33.

Very truly yours,

Secretary

DD:AM

NOTED
D. [illegible] DeSart

THE ÆTNA CASUALTY AND SURETY COMPANY
HARTFORD, CONNECTICUT
AFFILIATE OF
ÆTNA LIFE INSURANCE COMPANY
THE AUTOMOBILE INSURANCE COMPANY
THE STANDARD FIRE INSURANCE COMPANY

AEtna-izer
G. CYRUS BISHOP
Aims to Please
319 YEON BLDG. BE. 7381
RES. GARFIELD 4461

PORTLAND, OREGON
January 31, 1942

State Highway Commission
Salem, Oregon

Gentlemen:

We are wondering if you can give us some information in regard to the contract between yourselves and E. L. Rigdon for the construction of the Oakerman Ranch-Sage Hen Hill Section on the Central Oregon Hiway in Halsey County? Can you tell us whether or not the contractor has received final payment in connection with this job? Can you also tell us the total amount paid to him if final payment has been paid?

We want this information in order to complete our records in connection with the bond on this job. Your cooperation in this matter will be greatly appreciated.

Yours very truly,

G. Cyrus Bishop

G. CyrusBishop
Aetnaizer

GCB:eg

REFERRED TO
[illegible]
BY SECRETARY

prepare reply

[illegible] 2 - 1942

RECEIVED
JAN 31 1942
FOR FILING

148-2-2

January 30, 1942

The Aetna Casualty & Surety Co.
Bates, Lively & Pearson, Agents,
Yeon Building,
Portland, Oregon

Gentlemen:

You are hereby notified that state highway contract No. 2367, for work on the Oakerman Ranch-Sagehen Hill Section of the Central Oregon Highway, in Harney County, has been completed by the contractor, E. L. Rigdon, and that final settlement will be made on or after February 9, 1942.

There are claims filed against this project, of which you have been previously notified, aggregating 3,138.34.

This notice is served upon you since you appear as surety on the bond furnished by the above-mentioned contractor. Kindly acknowledge receipt of this letter.

For your information we wish to advise that the total amount paid the contractor in connection with this contract will be $94,914.33, of which $161.41 is for force account work. This contract was completed on September 3, 1941, and was accepted by the State Highway Commission on October 17, 1941.

Very truly yours,
STATE HIGHWAY COMMISSION

By

Secretary

DD:AM

NOTED
D. DeSart

RECEIVED
JAN 29 1942
FOR FILING

R

145-D-3

January 29, 1942

The Aetna Casualty & Surety Co.
Bates, Lively & Pearson
Yeon Building
Portland, Oregon

Gentlemen:

Attached hereto is a copy of a claim in the amount of $2,167.24, which has been filed in the office of the Secretary of State by the Standard Oil Company of California against the bond taken from E. L. Rigdon in connection with contract No. 2367, for grading, surfacing and oiling on the Oakerman Ranch-Sagehen Hill Section, of the Central Oregon Highway, in Harney County.

Very truly yours,

OREGON STATE HIGHWAY COMMISSION

By

Secretary

RS

cc - E. L. Rigdon
Days Creek, Oregon

NOTED
D DeSart

January 29, 1942

Honorable Earl Snell
Secretary of State
Salem, Oregon

Dear Sir:

This acknowledges receipt of your letter of January 28, enclosing three copies of a claim in the amount of $2,167.24, which has been filed in your office by the Standard Oil Company of California, against the bond taken from E. L. Rigdon, in connection with state highway contract No. 2367, for work on the Oakerman Ranch-Sagehen Hill Section of the Central Oregon Highway, in Harney County.

In accordance with our usual practice, we are today notifying the bonding company and the contractor that this claim has been filed.

Very truly yours,

OREGON STATE HIGHWAY COMMISSION

By

Secretary

RS

NOTED
D. DeSart

COPY

STATE OF OREGON,
THE SECRETARY OF STATE thereof,
and the STATE HIGHWAY COMMISSION:

NOTICE IS HEREBY given that the undersigned STANDARD OIL COMPANY OF CALIFORNIA, a corporation, has a claim for goods, wares and merchandise, consisting of Calol Paving Asphalt in the sum of $2,167.24, against the bond taken from E. L. RIGLON, principal, and AETNA CASUALTY & SURETY COMPANY, surety, for the work of grading and construction of 6.88 miles on the Okerman Ranch-Sage Hen Hill section of the Central Oregon Highway in Harney County, Oregon, Oregon State Highway Job No. 2367.

Dated at Portland, Oregon, January 27th, 1942

STANDARD OIL COMPANY OF CLAIFORNIA

BY E. V. BURNS

District Sales Manager at
Portland, Oregon.

Endorsed:

File No. 3034

Filed, January 28, 1942

EARL SNELL, Secretary of State

EARL SNELL
SECRETARY OF STATE
SALEM, OREGON

JAN 29 1942

January 28, 1942

Mr. H. B. Glaisyer, Secretary
Oregon State Highway Commission
Salem, Oregon

2367

Dear Mr. Glaisyer:

Enclosed are three copies of a notice of claim by Standard Oil Company of California for materials furnished in the amount of $2,167.24 against the bond taken from E. L. Rigdon, principal, and Aetna Casualty & Surety Company, surety for work on the Central Oregon Highway in Harney County, Oregon.

Kindly acknowledge receipt of the copies for our files.

Very truly yours,

Earl Snell

Secretary of State

S:FL

Enc. 3

[illegible]

January 28, 1942

Dey, Hampson & Nelson
800 Pacific Building
Portland, Oregon

Gentlemen:

We acknowledge receipt of your letter of January 27, transmitting a copy of your letter to the Secretary of State, and notice of claim which was filed with that office by the Standard Oil Company of California, in the amount of $2,167.24, against E. L. Rigdon and the Aetna Casualty & Surety Company for materials furnished on contract No. 2367 for work on the Okerman Ranch-Sagehen Hill Section of the Central Oregon Highway, in Harney County.

We are making note of this claim in our records and will bring it to the attention of Mr. Rigdon and his surety.

Very truly yours,
STATE HIGHWAY COMMISSION

By

Secretary

DD/mm

DEY, HAMPSON & NELSON
ATTORNEYS AT LAW
800 PACIFIC BUILDING
PORTLAND, OREGON

ALFRED A. HAMPSON
PAUL P. FARRENS
CLARENCE J. YOUNG
ANDREW KOERNER
HERBERT L. SWETT
FRANK C. McCOLLOCH
RICHARD R. MORRIS
JAMES C. DEZENDORF
ROSCOE C. NELSON, JR.
ALFRED H. CORBETT
JOHN GORDON GEARIN
JACK M. McLAUGHLIN

January 27, 1942

Oregon State Highway Commission,
Salem,
Oregon.

Re: Oregon State Highway Job 2367
E. L. Rigdon, Contractor
Okerman Ranch-Sage Hen Hill
Section, Central Oregon Highway,
Harney County, Oregon.

Gentlemen:

We are enclosing herewith copy of letter which we have today written Hon. Earl Snell, Secretary of State, and notice of claim of the Standard Oil Company of California, therein mentioned.

Very truly yours,

Dey, Hampson & Nelson

14/9

Enclosures

REFERRED TO
[illegible]
BY SECRETARY

acknowledge + prepare
letter to [illegible] [illegible]
[illegible]

RECEIVED
JAN 28 1942
[illegible]

STATE OF OREGON,
THE SECRETARY OF STATE thereof,
and the STATE HIGHWAY COMMISSION:

NOTICE IS HEREBY given that the undersigned, STANDARD OIL COMPANY OF CALIFORNIA, a corporation, has a claim for goods, wares and merchandise, consisting of Calol Paving Asphalt in the sum of $2,167.24, against the bond taken from E. L. RIGDON, principal, and AETNA CASUALTY & SURETY COMPANY, surety, for the work of grading and construction of 6.88 miles on the Okerman Ranch-Sage Hen Hill section of the Central Oregon Highway in Harney County, Oregon, Oregon State Highway Job No. 2367.

Dated at Portland, Oregon, January 27th, 1942.

STANDARD OIL COMPANY OF CALIFORNIA

By E. V. Burns

District Sales Manager at
Portland, Oregon.

R

RECEIVED
JAN 26 1942
FOR FILING

Salem
January 26, 1942

Mr. E. G. Smith

At the Commission meeting on January 21 E. L. Rigdon requested relief from payment of penalty for overrun of time on the Sage Hen Hill project.

His request was granted.

G. B. McCullough

JM:CA

C.C. Probert

RECEIVED
JAN 15 1942
FOR FILING

4 - [illegible] - 3

January 13, 1942

Mr. W. H. Lynch
District Engineer
Public Roads Administration
P. O. Box 3900
Portland, Oregon

Dear Sir:

The contractor, E. L. Rigdon, on the Oakerman Ranch-Sage Hen Hill Section, Contract No. 2367, FA 148-C (3), feels that sufficient attention was not paid to the unusual difficulties of doing work during the past summer in assessing the job with full engineering penalty, and since this was one of the earlier jobs finaled, I am of the opinion that these conditions were probably not given adequate consideration.

Mr. Rigdon points out that men were not available in the Central Oregon area for more than one shift and that he found it impossible to get men from other parts of the state; that the mechanics whom he did secure were not particularly competent, and it was only with the greatest difficulty that he could carry on with the cat drivers, truck drivers and bladesmen whom he was able to secure. They were instrumental in causing an excessive breakdown of equipment for which parts were very slow in forthcoming.

The material in the cuts and gravel pits was unusually deceiving, requiring continuous scarifying. Mr. Rigdon was able to purchase one of the latest and most expensive LeTourneau scarifiers but had great difficulty in securing scarifier teeth as the teeth had to be sharpened about every two hours. During the latter part of the job he was required to make his own scarifier teeth as none could be purchased. There was no crushing equipment available until quite late in the season, and such equipment as he was able to rent performed rather haltingly, and considerable time was lost in securing repair parts.

I think that the contractors in general had a great deal more difficulty last summer than was apparent at the time and that they really performed to the best of their ability. I have reached the conclusion that this applies specifically to the Rigdon job on account of its isolated location, and I, therefore, request that the matter be given further consideration to the end that the extension of time be granted without any engineering penalty whatsoever.

Very truly yours,

R. H. Baldock
Chief Engineer

HGS:AR
HI

R

RECEIVED
JAN - 7 1942
FOR FILING

COMMISSIONERS
HENRY F. CABELL, CHAIRMAN
PORTLAND
HURON W. CLOUGH, MEMBER
CANYONVILLE
HERMAN OLIVER, MEMBER
JOHN DAY

OREGON
STATE HIGHWAY COMMISSION

R. H. BALDOCK, CHIEF ENGINEER
C. B. McCULLOUGH, ASS'T CHIEF ENGINEER
J. M. DEVERS, CHIEF COUNSEL
H. B. GLAISYER, SECRETARY

SALEM

148-B-3

December 26, 1941

IN REPLY PLEASE
REFER TO FILE NO.

Mr. V. E. Shields,
Hampton, Oregon.

Dear Mr. Shields:

Today I received from E. L. Rigdon a response to my letter to him concerning a reply, a copy of which I am enclosing. I also, for your information, enclose a copy of my answer to E. L. Rigdon.

Under the circumstances, it appears that there is honest dispute between you and Mr. Rigdon and under such circumstances, and in view of the fact that the contractor's surety has consented to finalling the job, notwithstanding this claim, there will be little the Commission can do when final settlement is ready to be made.

I am advising you of these facts sothat you can protect yourself as you may think best.

Yours very truly,

J. M. DEVERS

JMD:PW

cc The Aetna Casualty & Surety Co.

H. B. Glaisyer ✓

REFERRED TO
BY SECRETARY

NOTED

C
O
P
Y

BATES, LIVEY & PEARSON

Yeon Building
Portland, Oregon

December 24th, 1941

Oregon State Highway Commission,
Salem, Oregon.

Gentlemen:

RE; Contract No. 2367 -- E. L. Rigdon,
Contract 6.88 Mi. Grad., Surf. and
Oiling, Oakerman Ranch-Sagehen Hill
Section of the Central Oregon Hiway
in HARNEY COUNTY, State of Oregon.

ATTENTION: J. M. Devers,
Chief Counsel.

Beg to acknowledge receipt of yours of the 23rd inst.

We understand claim is made up of several items. We do not know whether or not any or all are a claim against the bond. The contractor claims that the bill is paid by services rendered to Mr. Shields by himself. Considering the amount of the claim and the financial responsibility of the contractor, we are willing that the Highway Commission pay the contractor and to take our chances for such liability as may exist to the surety, provided the contractor still owes the amount and furthermore is unable to pay it.

Trusting that this will be sufficient for you to make a final settlement with the above contractor, we remain,

Very truly yours,

BATES, LIVELY & PEARSON,
General Agents,
THE AETNA CASUALTY & SURETY CO.,

By (sgd.) Karl V. Lively
Karl V. Lively,
Resident Vice-President.

KVL:mb.

cc G. Cyrus Bishop,
Office.

FORM S-133X 15M 9-41

COMMISSIONERS
HENRY F. CABELL, CHAIRMAN
PORTLAND
HURON W. CLOUGH, MEMBER
CANYONVILLE
HERMAN OLIVER, MEMBER
JOHN DAY

OREGON
STATE HIGHWAY COMMISSION

R. H. BALDOCK, CHIEF ENGINEER
C. B. McCULLOUGH, ASS'T CHIEF ENGINEER
J. M. DEVERS, CHIEF COUNSEL
H. B. GLAISYER, SECRETARY

SALEM

December 26, 1941

IN REPLY PLEASE
REFER TO FILE NO.

Mr. E. L. Rigdon,
Days Creek, Oregon.

Dear Mr. Rigdon:

I thank you for your letter of the twenty-second giving your version of the facts attending the claim made against you by V. E. Shields.

The Highway Commission has already received from your surety its consent that when the contract is completed final settlement may be made with you, notwithstanding the said claim. A copy of this letter is being sent to Mr. Shields.

The Highway Commission cannot assume the functions of the court and pass upon the merits of claims. It can and does encourage settlement of claims where such action on the part of the Commission is deemed appropriate, but it will not knowingly force settlement of a claim in connection with which there is honest dispute.

Yours very truly,

J. M. DEVERS

JMD:PW

cc V. E. Shields
Hampton, Oregon

The Aetna Casualty & Surety Co.,
Bates, Lively & Pearson, Agents,
Yeon Building,
Portland, Oregon.

H. B. Glaisyer ✓

C
O
P
Y

E. L. RIGDON

Days Creek, Oregon

Dec. 22, 1941

Oregon State Highway Commission
Salem, Oregon.

Gentlemen: Attn of J. M. Devers

Regarding your letter of December 20th, the claim of V. E. Shields against us for $9.35.

While at Hampton we camped on Mr. Shield's property, and built a road on his property with his full permission. We brought him considerable business to his small store on the desert. When we left we had our men clean up everything to suit him, left him a good rock road, a well, underground cellar, etc., but he demanded of our foreman that fine gravel be placed on top of this road, and our foreman in order to keep peace, worked with a crew of three for three days fixing things to suit him. This road is not used by him or anyone, and it was plenty good without the fine gravel, when you consider nothing but sagebrush and mud all around. However, he wanted to show his authority. We paid our account with him every month, but we now have a bill against him for $35.00 for placing this fine gravel, which is very reasonable. After deducting the balance we owe him of $9.35, this leaves him owing us a balance of $25.65

We have already informed the bonding company of the situation.

Yours truly,

(sgd.) E. L. Rigdon

ELR:I

E-123X 15M 6-41

COMMISSIONERS
HENRY F. CABELL, CHAIRMAN
PORTLAND
HURON W. CLOUGH, MEMBER
CANYONVILLE
HERMAN OLIVER, MEMBER
JOHN DAY

OREGON
STATE HIGHWAY COMMISSION

R. H. BALDOCK, CHIEF ENGINEER
C. B. McCULLOUGH, ASS'T CHIEF ENGINEER
J. M. DEVERS, CHIEF COUNSEL
H. B. GLAISYER, SECRETARY

SALEM

December 23, 1941

IN REPLY PLEASE
REFER TO FILE NO.

The Aetna Casualty and Surety Company,
Yeon Building,
Portland, Oregon.

Re: Contract No. 2367 - E. L. Rigdon,
Contract 6.88 Mi. Grad. Surf. and
Oiling Oakerman Ranch-Sagehen Hill
Section, Central Oregon Highway.

Gentlemen:

I acknowledge receipt of your letter of the twenty-second with respect to the above subject.

It appears from your letter that as surety on the contractor's bond you are willing that final settlement be made with the contractor notwithstanding the claim of Mr. Shields.

Am I correct in my assumption that your consent to final setlement with the contractor, notwithstanding the said claim, is on the ground that you are of the opinion that the claim is one for which the surety is not liable although the principal might be liable?

I would like to have this information when I report to the Commission.

Yours very truly,

J. M. DEVERS

JMD:PW

cc H. B. Glaisyer ✓

December 20, 1941

Mr. E. L. Rigdon,
Days Creek, Oregon.

Dear Sir:

There has been filed with the Highway Commission by V. E. Shields of Hampton, Oregon, a claim against you in the sum of $9.35 and from evidence and information which accompany the claim it appears that the claim has merit. However, the Commission is not attempting to pass upon the merits of the claim but is now calling to your attention the fact that this claim has been filed. The claim is small but nevertheless it is an item that it now in the Commission's records and the Commission before making final payment to your job will require that some disposition of the matter be made.

In other words, the Commission will require that proof be furnished that the claim has been paid or that your surety company directs and authorizes the final settlement on the job notwithstanding this outstanding claim.

Please give this matter such attention as it merits.

Yours very truly,

J. M. DEVERS

JMD:PW

cc Aetna Casualty & Surety Co.,
% Bates, Lively & Pearson,
Yeon Building,
Portland, Oregon.

V. E. Shields,
Hampton, Oregon.

H. B. Glaisyer

NOTED
D DeSart

STATEMENT

Dec. 15 1941

M W. E. Shields

Hampton Oreg

To E. L. Rigdon Dr.

1941				
July	2	1 Tire Boot (Truck #18)	1	00
	6	3 Light bulbs (Truck #5)	1	10
	11	Phone to Burns		30
	18	Radiator Hose (Truck #7)	1	20
	21	2 qts oil (Truck #5)		50
	22	Phone to Burns		30
	25	" " "		30
	30	Radiator solvent } Truck #18		25
		1 Point file }		15
Aug	1	1 ft stovepipe (Water Pump)		25
	3	1 Light Bulb (Truck #5)		25
	7	Phone to Rigdon at Deep Creek incl Messenger fee	3	75
			9	35

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mpton Oreg
c. 15, 1941
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ct. 17th regarding
l Rigdon, Contractor,
ised me to
l Portland,
nding Company.
them again
must have
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ng applied to
r telephone
the job and
for minor repair parts for his trucks
while on the job, I feel that it does
apply.

Mr. Johnson who was your
engineer in charge has advised
me to again get in touch with

NOTED
D. DeSart

Hampton Oreg
Dec 15, 1941

Mr. H. B. Glaisyer, Secy.
Oregon State Highway Commn.
Salem, Oreg

Dear Sir:

I wrote you on Oct. 17th regarding a claim against E. L. Rigdon, Contractor, and in reply you advised me to notify Lively & Pearson of Portland, representatives of the bonding Company.

I did this, and wrote them again recently but both times I have received a reply that they did not consider the Bond applied to my bill.

Since the bill is for telephone calls connected with the job and for minor repair parts for his trucks while on the job, I feel that it does apply.

Mr. Johnson who was your engineer in charge has advised me to again get in touch with

NOTED
D DeSart

you, calling your attention to the attitude of the Bonding Company's representatives.

Any cooperation that you may be able to give me in regard to this matter will be greatly appreciated.

Very truly yours
V. E. Shields
Hampton, Ore.

I am including copy of statement covering the account, and I have signed slips (by his employees) for all charges-

RECEIVED
DEC 18 1941
STATE [illegible] COMMISSION

NOTED
D DeSart

RECEIVED
DEC 27 1941
FOR FILING

148-12-3

December 26, 1941

Standard Oil Company of California
Old National Bank Building
North 110 Stevens Street
Spokane, Washington

Attention: A. H. Crawford, Credit Division

Gentlemen:

In reply to your letter of December 24, 1941, I advise that E. L. Rigdon's contract No. 2367 was completed on September 3, 1941, and was accepted by the State Highway Commission on October 17, 1941.

The bond furnished by the contractor in connection with this contract was written by The Aetna Casualty and Surety Company for whom Bates, Lively & Pearson are agents with offices in the Yeon Building, Portland.

Very truly yours,

Secretary

DD:AM

NOTED
D DeSart

STANDARD OIL COMPANY OF CALIFORNIA

MARKETING DEPARTMENT
R. T. VIVIAN
DISTRICT SALES MANAGER
E. W. HOLSTAD
A. E. EDWARDS
ASSISTANT DISTRICT SALES MANAGERS

OFFICE
OLD NATIONAL BANK BLDG.
NORTH 110 STEVENS STREET
P. O. BOX 1495

SPOKANE, WASH.

December 24, 1941

RE: E. L. RIGDON
Job No. 2367

Oregon State Highway Commission
Salem,
Oregon

Gentlemen:

Will you kindly let us know whether Mr. Rigdon has now completed work on his Oregon State Highway contract No. 2367, as well as the date of completion and acceptance, if the job has been finished?

Also we would appreciate knowing the name and address of the Bonding Company writing the Security Bond on this particular job. Will you kindly let us have the courtesy of an early reply?

Very truly yours,

STANDARD OIL COMPANY OF CALIFORNIA
R.T.Vivian-District Sales Manager

By: A H Crawford
Credit Division

AHC:SS

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- 1941
FOR FILING

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148-D-3

BATES, LIVELY & PEARSON
INSURANCE GENERAL AGENTS
YEON BUILDING
PORTLAND, OREGON

December 4th, 1941.

Oregon State Highway Commission,
Salem, Oregon.

Gentlemen:

RE: Contract No. 2367 -- E. L. Rigdon,
Contract 6.88 Mi. Grad., Surf. and
Oiling, Oakerman Ranch-Sagehen Hill
Section of the Central Oregon Hiway
in Harney County, State of Oregon.

ATTENTION: H. B. Glaisyer.

As surety on the official contract bond of E. L. Rigdon, contractor on the job in caption, we enclose herewith Contract Status Report Form, and shall appreciate your completing same and returning to this office as soon as possible for the completion of our bond records.

Also, enclosed you will find a self addressed stamped envelope for your convenience in replying, and will thank you for a reply by return mail.

Very truly yours,

BATES, LIVELY & PEARSON,

By: Lively

mb
Encls: - Contract Status Report,
Self Addressed Stamped Envelope.

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148-D-3

November 19, 1941

Mr. E. L. Rigdon
Days Creek, Oregon

Dear Sir:

The State Highway Commission, at its meeting on October 17, 1941, granted your request for an extension of time from June 30 to September 3, 1941, in connection with contract No. 2367 for grading, surfacing and oiling the Okerman Ranch-Sagehen Hill Section of the Central Oregon Highway, in Harney County, subject to the condition that you reimburse the state for extra engineering expense incurred subsequent to the specified date of completion.

Very truly yours,
STATE HIGHWAY COMMISSION

By

Secretary

MM

cc - W. E. Chandler

R

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FOR FILING

148-D-3

October 23, 1941

The Aetna Casualty & Surety Co.
Bates, Lively & Pearson
Yeon Building
Portland, Oregon

Gentlemen:

I enclose a copy of a letter from V. E. Shields, Hampton, Oregon, advising of his claim in the amount of $9.35, against E. L. Rigdon, which claim arose out of Mr. Rigdon's contract No. 2367 with the State Highway Commission, for the grading, surfacing and oiling of the Oakerman Ranch-Sagehen Hill Section of the Central Oregon Highway, in Harney County.

This information is given you inasmuch as you appear as surety on the bond furnished by Mr. Rigdon in connection with this job.

Very truly yours,

Secretary

MBO:RS

cc - E. L. Rigdon
Days Creek, Ore.

NOTED
D [illegible] DeSart

October 23, 1941

Mr. V. E. Shields
Hampton, Oregon

Dear Sir:

This acknowledges receipt of your letter of October 17, advising us of your claim against Contractor E. L. Rigdon, that claim being in the amount of $9.35.

I assume that this claim arises out of Mr. Rigdon's contract with the State Highway Commission for the construction of the Oakerman Ranch-Sagehen Hill Section of the Central Oregon Highway, in Harney County, being State Highway Contract No. 2367. Such being the case your claim is protected by the bond furnished by Mr. Rigdon in connection with this job. This bond was written by the Aetna Casualty & Surety Company, for whom Bates, Lively & Pearson are agents, with offices in the Yeon Building, Portland.

I would suggest that you inform the surety company of your claim. It may be possible for you to secure satisfaction by so doing. If you do not secure settlement by following this procedure, then you still have recourse to action in the courts, and can start suit against the bond if you so desire.

In accordance with our usual practice I am today bringing your claim to the attention of the bonding company and the contractor, and trust that you will secure satisfaction.

Very truly yours,

Secretary

HBG:RS

NOTED
D. C. DeSart

NOTE TO [illegible]
DATE 10-23

Hampton Oregon
Oct. 17, 1941

Oregon State Highway Commission
Salem, Ore.

ANSWERED
H. B. GLAISYER

Gentlemen:

I own and operate a small store and service station on the Highway, 76 miles West of Burns.

E. L. Rigdon camped at my place while he had the road contract on sage hen hill.

During that time, I allowed him to use my telephone, charging the calls to my account, and I in turn billed him. He also had a charge account with me, covering small repair parts and miscellaneous items.

The total of these two items for July and until he left in August amounts to 9.35, which I have been unable to collect, and which I am sure he intends to beat me out of if possible. I have the original copy of each charge, signed at the time by which ever of his employees

NOTED
Dr C. DeSart

made the charge.

Since the most of it was simply accomodation on my part, and no profit involved, I do not feel that I should lose this.

Is there any way that I can collect through the Commission, or will I have to sue him personally to collect? I understand that he has not yet completed his contracts near Roseburg.

Any co-operation that you can give me in this matter will be greatly appreciated.

Very truly yours.
J. V. E. Shields
Hampton, Oregon

ANSWERED
H. B. GLAISYER

NOTED
D. C. DeSart

R

RECEIVED
OCT 17 1941
FOR FILING

148-D-3

October 16, 1941

The Aetna Casualty & Surety Co.
Bates, Lively & Pearson
Yeon Building
Portland, Oregon

Gentlemen:

You are advised that it is the intention of the State Highway Commission to make semi-final payment to E. L. Rigdon, Days Creek, Oregon, on contract No. 2367 covering 6.88 miles grading, surfacing and oiling on the Oakerman Ranch-Sagehen Hill Section of the Central Oregon Highway, in Harney County. This payment, in the amount of $4,187.88, will be made on or after October 27, 1941. The retained percentage is $2,849.82.

There are claims filed against this project, of which you have been previously notified, aggregating $961.75.

Kindly acknowledge receipt of this letter.

Very truly yours,
STATE HIGHWAY COMMISSION

By

Secretary

NOTED
D. C. DeSart

2

Form E-1—5M—10-40

OREGON STATE HIGHWAY COMMISSION

FIELD ENGINEER'S WEEKLY REPORT

FOR CONSTRUCTION PROJECTS ONLY

148-D-3

For Week Ending Oct. 11, 1941, 19

Section Okerman Ranch - Sagehen Hill

Kind of work Grading, Surfacing and Oiling

Highway Central Oregon

Section prefix 13-1101

Contractor E. L. Rigdon

Contract number 2367

Date of contract Oct 10, 1940, 19

Date of completion June 30, 1941, 19

Date work started Nov. 19, 1940, 19

Estimated date of completion , 19

Amount of contract $ 89,198.25

Per cent of time elapsed 125 %

Estimated cost of completed project, exclusive of engineering $ 94,974.53

Per cent of contract completed, based on total contract price 100 %

Engineering cost to date, $ 7684.76, 8.6 %

Date project was completed Sept. 3, 1941, 19

General information covering progress of work by party and by contractor, important development, instructions to contractors, instructions from Division Engineers, exchanges in personnel of party, etc.:

In the office one man completed checking over semi-final estimate, reports, and submitted to Division Office Oct. 9.

FINAL REPORT

NOTED
RAY WEBBER

OCT 14 1941

Signed E. E. Johnston

Address Bend, Oregon.

Mail original copy to Salem and duplicate copy to Division Engineer on Saturday of each week, retain triplicate copy for your own file

	GRADING	SURFACING	MAINTENANCE MATERIALS	OIL AND BITUMINOUS MACADAM	PAVING
Miles in project	7.09	7.09		7.09	
Miles partially completed					
Miles completed	7.09	7.09		7.09	
Total estimated quantities					
Estimated quantities moved or placed to date	104,969	31,660		502.39	
Average daily quantities					
Average daily quantities necessary to complete project on time					
Number shifts per day					
Hours per shift					
Average force on project for week					

Percentages of men employed on contract to be secured from:

.... County, ...%; .... County, ...%; .... County, ...%; .... County, ...%

	NUMBER USED AND SECURED FROM					CONTRACTOR'S KEY MEN, ETC.	TOTAL
	COUNTY	COUNTY	COUNTY	COUNTY	OTHER SOURCES		
Men							
Men and teams							
Men and trucks under 3 tons							
Men and trucks over 3 tons							
Men and tractors							

Equipment used during week: Shovels ...., Power graders ...., Rollers ...., Mixers ...., Crushing or screening plants ....,

Compressors ...., Bulldozers ...., Sheet-foot rollers ...., ..., ..., ...

	WEATHER	HRS. DELAY	CAUSE OF DELAY
Sunday			
Monday			
Tuesday			
Wednesday			
Thursday			
Friday			
Saturday			

STATE PRINTING DEPT.

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FEDERAL WORKS AGENCY
PUBLIC ROADS ADMINISTRATION
DISTRICT ONE

MONTANA
OREGON
WASHINGTON

POST OFFICE BUILDING
PORTLAND, OREGON

September 29, 1941

14[illegible]-[illegible]-3

Mr. R. H. Baldock
State Highway Engineer
Salem, Oregon

Dear Sir:

Final inspection of Oregon FAP 148-G (3), Okerman Ranch-Sage Hen Hill Section of the Central Oregon Highway, was made by a representative of this office on September 17, 1941, subject to submission of Form PR-47. Prompt submission of the final voucher will be appreciated.

Very truly yours,

W. H. LYNCH
District Engineer

By L. J. Caufield
L. J. Caufield
Sr. Highway Engineer

Iron

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FOR FILING

148-G-3

R

September 23, 1941

Shell Oil Company
1220 S. W. Morrison St.
Portland, Oregon

Gentlemen:

This will acknowledge receipt of your letter of September 19, 1941, and advise that contract No. 2367, with E. L. Rigdon, covering work on the Oakerman Ranch-Sagehen Hill Section of the Central Oregon Highway, was completed on September 3, 1941, but has not yet been accepted by the State Highway Commission. Final payment has not been made to the contractor.

Very truly yours,

OREGON STATE HIGHWAY COMMISSION

By

RS

Secretary

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DeSaro
BY SECRETARY

RECEIVED
SEP 22 1941
STATE HIGHWAY COMMISSION

SHELL OIL COMPANY
INCORPORATED
1220 S.W. MORRISON STREET
PORTLAND, OREGON

September 19, 1941

Oregon State Highway Commission
Salem, Oregon

Gentlemen:

Re: Contract #2367 - Oakerman Ranch Sage Hen
Hill Section, Central Oregon Highway
E. L. Rigdon - Contractor

It will be appreciated if you will advise us the percentage of completion of this contract, or if completed, give us the date and also the date of acceptance if available. For your information, this same request was made on August 26.

A self-addressed, stamped envelope is enclosed for your convenience.

completed Sept. 3.

Very truly yours,

SHELL OIL COMPANY
Incorporated

FRANK J. HUBNER
Division Credit Manager

FJH:GC
Encl.

R

118-P-3

Form E-1—5M—10-40

OREGON STATE HIGHWAY COMMISSION

FIELD ENGINEER'S WEEKLY REPORT

FOR CONSTRUCTION PROJECTS ONLY

For Week Ending Sept. 20, 1941, *19*

Section Okerman Ranch - Sagehen Hill

Kind of work Grading, Surfacing and Oiling

Highway Central Oregon

Section prefix 13-1101

Contractor E.L.Rigdon

Contract number 2367

Date of contract Oct. 10, 1940, *19*

Date of completion June 30, 1941, *19*

Date work started Nov. 19, 1940, *19*

Estimated date of completion Sept. 3, 1941, *19*

Amount of contract . . . . . . $ 89,198.25

Per cent of time elapsed 125 %

Estimated cost of completed project, exclusive of engineering . . . . $ 94,370.00

Per cent of contract completed, based on total contract price . . . . 100 %

Engineering cost to date, $ 7384.76, 8.6 %

Date project was completed Sept. 3, 1941, *19*

General information covering progress of work by party and by contractor, important development, instructions to contractors, instructions from Division Engineers, exchanges in personnel of party, etc.:

Two men in the office on final estimate quantities., profile distribution and material receipts.

Mr. Wm. E. Chandler over the job Wednesday.

RECEIVED
SEP 2[illegible] 1941

NOTED
E. M. BOOTH

Signed E. E. Johnston

Address Bend, Oregon.

NOTED
VAN SCOY

Mail original copy to Salem and duplicate copy to Division Engineer on Saturday of each week, retain triplicate copy for your own file.

	GRADING	SURFACING	MAINTENANCE MATERIALS	OIL AND BITUMINOUS MACADAM	PAVING
Miles in project					
Miles partially completed					
Miles completed					
Total estimated quantities					
Estimated quantities moved or placed to date					
Average daily quantities					
Average daily quantities necessary to complete project on time					
Number shifts per day					
Hours per shift					
Average force on project for week					

Same as last week.

Percentages of men employed on contract to be secured from:

.... County, ...%; .... County, ...%; .... County, ...%; .... County, ...%

	NUMBER USED AND SECURED FROM					CONTRACTOR'S KEY MEN, ETC.	TOTAL
	COUNTY	COUNTY	COUNTY	COUNTY	OTHER SOURCES		
Men							
Men and teams							
Men and trucks under 3 tons							
Men and trucks over 3 tons							
Men and tractors							

Equipment used during week: Shovels ...., Power graders ...., Rollers ...., Mixers ...., Crushing or screening plants ....,

Compressors ...., Bulldozers ...., Sheet-foot rollers ...., ..., ..., ...

	WEATHER	HRS. DELAY	CAUSE OF DELAY
Sunday			
Monday			
Tuesday			
Wednesday			
Thursday			
Friday			
Saturday			

STATE PRINTING DEPT.

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SEP 18 1941
FOR FILING

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R

September 17, 1941

The Aetna Casualty & Surety Co.
Bates, Lively & Pearson
Yeon Building
Portland, Oregon

Gentlemen:

We are enclosing copy of a letter from the Texas Company, in which they acknowledge receipt of part payment of their claim for supplies furnished to E. L. Rigdon on contract No. 2367, for grading, surfacing and oiling the Oakerman Ranch-Sagehen Hill Section of the Central Oregon Highway.

Very truly yours,

OREGON STATE HIGHWAY COMMISSION

By

Secretary

DGD:RS
enc.

cc - E. L. Rigdon

NOTED
D [illegible]art

September 17, 1941

The Texas Company
600 Republic Building
Seattle, Washington

Gentlemen:

This will acknowledge your letter of September 16 advising us of your claim against E. L. Rigdon for supplies furnished in connection with contract No. 2367, for grading, surfacing and oiling the Oakerman Ranch-Sagehen Hill Section of the Central Oregon Highway, and that the outstanding claim, as of September 16, is now $947.25.

Very truly yours,

OREGON STATE HIGHWAY COMMISSION

By

Secretary

DGD:RS

NOTED

RECEIVED
SEP 17 1941
STATE HIGHWAY COMMISSION

THE TEXAS COMPANY
(A CALIFORNIA CORPORATION)
TEXACO PETROLEUM PRODUCTS

SALES DEPARTMENT
SEATTLE DISTRICT
W. A. SMITH, CREDIT MANAGER

600 REPUBLIC BUILDING
SEATTLE, WASHINGTON

September 16, 1941

E. L. RIGDON
DAYS CREEK, OREGON

Mr. H. B. Glaisyer, Secretary
The Oregon State Highway Commission
Salem, Oregon

Dear Sir:

Our letter of August 25 called your attention to the balance of approximately $4,500.00 outstanding on the account of E. L. Rigdon for supplies furnished him in connection with Contract No. 2367.

Please be advised that we have today received a remittance reducing this account to $947.25, which he indicates will be paid as soon as he has secured his tax refund for August invoices.

Yours truly,

THE TEXAS COMPANY

W. A. Smith

W. A. SMITH
Credit Manager

WDT-KCF

[illegible] IN
BY SECRETARY

acknowledge and
send copy to surety
and contractor.
HBG

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SEP 15 1941
FOR FILING

143-G-3

R

September 15, 1941

The Aetna Casualty & Surety Co.
Bates, Lively & Pearson
Yeon Building
Portland, Oregon

Gentlemen:

We have been informed by the Burns Tire Shop that they have a claim in the amount of $14.90 against E. L. Rigdon and your surety company for services performed in connection with contract No. 2367, for grading, surfacing and oiling the Oakerman Ranch-Sagehen Hill Section of the Central Oregon Highway, in Harney County.

Very truly yours,

OREGON STATE HIGHWAY COMMISSION

By

Secretary

DOD:RS

cc E. L. Rigdon
Days Creek, Oregon

NOTED
D DeSart

September 15, 1941

Burns Tire Shop
Burns, Oregon

Gentlemen:

This will acknowledge your claim in the amount of $14.50 against E. L. Rigdon and The Aetna Casualty & Surety Co., Resident Agents Bates, Lively & Pearson, Yeon Building, Portland, for services performed on contract No. 2367, for grading, surfacing and oiling the Oakerman Ranch-Sagehen Hill Section of the Central Oregon Highway, in Harney County.

We are calling your claim to the attention of the above-mentioned surety, as well as the contractor.

We advise you to file your claim direct with the surety and if you do not receive satisfaction to file your claim with the Secretary of State in accordance with Chapter 517, Oregon Laws of 1939, copy of which is enclosed for your guidance.

Very truly yours,

OREGON STATE HIGHWAY COMMISSION

By

Secretary

DGD:RS

#2367

Burns Tire Shop.
Burns, Oregon.
Sept. 3, 1941.

State Highway Commission
Salem, Oregon.

Dear Sirs:

Mr. E. L. Rydon has an account with us for $14.50, which has never been paid.

I am enclosing a copy of this bill to you. This bill has been approved and the work was done for his ~~second~~ forman, Mr. Dean Gaylord, on a section of road between Burns and Hines.

They told us that as soon as the Engineers estimates were in we would receive our money as yet we have heard nothing from them.

Would you please advise me what to do.

Yours very truly
G. A. [illegible]

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Field Office
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OREGON STATE HIGHWAY COMMISSION

By

Secretary

DGD:BS

NOTED
D. C DeSart

STATEMENT

Burns, Oregon, Sept. 3. 1941

E. S. Rigdon

In Account With

BURNS TIRE SHOP

NEW AND USED TIRES AND TUBES
VULCANIZING

7	23	1 - 6 ply boot.	1.50
		1 - tube Vulc.	1.50
		1 - tire changed	1.00
		2 - 6 ply boots	3.00
		1 - tire changed	1.00
7	24	2 - 750 x 24 tubes Vulc.	3.00
		1 - tire changed	1.00
8	2	1 - tire changed	1.50
8	20	1 - tire mounted	1.00
			14.50

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letter of
unt of $4,500.00
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ding, Portland,

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contract will

,240.65, which
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gdon.

Very truly yours,

OREGON STATE HIGHWAY COMMISSION

By

Secretary

DOD:[illegible]

NOTED
D. C DeSart

RECEIVED
AUG 29 1941
FOR FILING

148-G-3

August 28, 1941

The Texas Company
W. A. Smith, Credit Manager
600 Republic Building
Seattle, Washington

Gentlemen:

This will acknowledge receipt of your letter of August 25 notifying us of your claim in the amount of $4,500.00 against B. L. Rigdon, for supplies furnished to him in connection with contract No. 2367.

In accordance with our usual custom we are notifying the surety, The Aetna Casualty & Surety Co., whose resident agents are Bates, Lively and Pearson, Yeon Building, Portland, of your claim.

We have not yet received word from our Field Office that this work is completed, but we believe the contract will be completed within the next two or three days.

We have a warrant in the amount of $22,240.65, which will be released to Mr. Rigdon the early part of next week. It is probable that there will be paid another monthly estimate during the latter part of September and the final payment should be expected late in October or November.

We trust that this information will be sufficient to guide the handling of your claim against Mr. Rigdon.

Very truly yours,

OREGON STATE HIGHWAY COMMISSION

By

Secretary

DGD:RS

NOTED
D. DeSart

August 28, 1941

The Aetna Casualty & Surety Co.
Bates, Lively and Pearson
Yeon Building
Portland, Oregon

Gentlemen:

We have received notice of a claim, in the amount of $4,500.00, from The Texas Company, 600 Republic Building, Seattle, Washington, for supplies furnished in connection with Mr. E. L. Rigdon's contract No. 2367, covering the Oakerman Ranch-Sagehen Hill Section of the Central Oregon Highway, in Harney County.

This information is given you inasmuch as you appear as surety on the bond furnished in connection with this contract.

Very truly yours,

OREGON STATE HIGHWAY COMMISSION

By

Secretary

RS

cc - E. L. Rigdon
Days Creek, Oregon

NOTED
D. DeSart

RECEIVED
AUG 26 1941
STATE HIG[illegible]ISSION

THE TEXAS COMPANY
(A CALIFORNIA CORPORATION)
TEXACO PETROLEUM PRODUCTS

SALES DEPARTMENT
SEATTLE DISTRICT
W. A. SMITH, CREDIT MANAGER

600 REPUBLIC BUILDING
SEATTLE, WASHINGTON

August 25, 1941

E. L. RIGDON

Mr. H. B. Glaisyer, Secretary
Oregon State Highway Commission
Salem, Oregon

Dear Sir:

We wish to advise that we have a claim amounting to approximately $4,500.00 against Contractor E. L. Rigdon, Hampton, Oregon, covering petroleum products furnished in connection with Oregon State Contract No. 2367.

This balance is outstanding for deliveries made during May, June, July, and August.

It is our understanding that this job was completed on August 20, 1941, and we will appreciate being advised when the next estimate will be paid, as well as when the final estimate is expected.

Yours truly,

THE TEXAS COMPANY

W. A. Smith

W. A. SMITH
Credit Manager

WDT-KCF

REFERRED TO
[illegible]
BY SECRETARY

prepare reply;
also prepare letter to [illegible] as usual
HBG

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Contract 2367 E. L. RIGDON 5-28-1941

VOU	AMOUNT	DATES			WARRANT MAILED
959	2244.98	12-10	TO	1-10	2-7
3130	2156.85	1-10	TO	2-10	3-7
4536	2536.56	2-10	TO	3-10	3-29
7117	6307.18	3-10	TO	4-10	5-1
8466	7802.87	4-10	TO	5-10	LIST SIGNED BY COM. VOU. WITH R.H.B FOR SIG.

information for [illegible] and Co
[illegible] to [illegible] 5/28/41
RHB

148-G-3

Stencil No. 124

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FOR FILING

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FEDERAL WORKS AGENCY
PUBLIC ROADS ADMINISTRATION
DISTRICT ONE

MONTANA
OREGON
WASHINGTON

POST OFFICE BUILDING
PORTLAND, OREGON

RECEIVED
APR 15 1941
STATE HIGHWAY COMMISSION

Oregon FAP 148-G(3),
The Okerman Ranch-
Sage Hill Sec. of the
Central Ore. Hwy.

April 12, 1941

Mr. R. H. Baldock
State Highway Engineer
Salem, Oregon

Dear Sir:

We are forwarding herewith, for your files, an executed copy of the ______________ project agreement and certificate for the above-numbered project.

Very truly yours,

W. H. LYNCH
District Engineer

By L.J. Caufield
L. J. Caufield
Sr. Highway Engineer

Encl.

Jwn

Wa4Pr- 9725

Form P. R. 2

State Oregon

Federal Aid Project No. 110-G(3)

PROJECT AGREEMENT

MEMORANDUM OF AGREEMENT made this 4th day of March, 1941

by and between the Oregon State Highway Commission

, constituting

for the purpose hereof, the Highway Department of the State of Oregon hereinafter called the Highway Department, and the Federal Works Administrator, hereinafter called the Administrator, under and pursuant to the provisions of the act of Congress approved July 11, 1916 (39 Stat., 355), entitled "An Act to provide that the United States shall aid the States in the construction of rural post roads, and for other purposes," and of the act approved November 9, 1921 (42 Stat., 212), entitled "An Act to amend the Act entitled 'An Act to provide that the United States shall aid the States in the construction of rural post roads, and for other purposes,' approved July 11, 1916, as amended and supplemented, and for other purposes," and acts amendatory thereof or supplementary thereto:

Whereas the Highway Department of said State submitted on the 18th day of December, 1928, a project statement, which was approved on the 24 day of April, 1929, for the proposed construction of a project consisting of the road hereinafter described; and

Whereas the Highway Department, in accordance with the rules and regulations promulgated for the administration of the Federal Highway Act, has furnished surveys, plans, specifications, and estimates for Section G(3) of said project which were recommended for approval by the District Engineer of the Public Roads Administration on the 16th day of September 1940; and

Whereas the Administrator has certified to the Secretary of the Treasury his approval of said surveys, plans, specifications, and estimates, and the sum of fifty-one thousand, four hundred and no/100 dollars ($51,400.00) as the share of the United States payable under said act on account of Section G(3) of said project, which does not exceed the authorized Federal pro rata share of the approved total estimated cost thereof:

Now, therefore, in consideration of the premises and of the several promises to be faithfully performed by each, as hereinafter set forth, the Highway Department and the Administrator do hereby mutually agree as follows:

16—11379

FUNDS AT THE DISPOSAL OF THE HIGHWAY DEPARTMENT

ARTICLE I. Funds for the use of the Highway Department in the construction of said project have been made available in the following manner, to wit:

(*a*) By the State : Chap. 175, Laws 1917; Chap. 31, Laws 1920; Chap. 529, Laws 1939. (Include date and citation of act of legislature by which authorized)

(*b*) From other sources

(State how placed under direct control of Highway Department)

ROAD EMBRACED IN PROJECT

ARTICLE II. This agreement covers the following highway as described in detail in said surveys, plans, and specifications:

Between survey station 5725+00 in the SE 1/4 of Sec. 36, T. 23 S., R. 27 E., W. M., and survey station 6081+01.86 in the SE 1/4 of Sec. 31, T. 23 S., R. 29 E., W. M.

, length 6.742 miles, in Harney County, being Section 6(3) of Oregon Federal Aid project. No. 148, consisting of 6.742 miles of roadway and no bridges ~~each~~ of more than 20 feet clear span, ~~of one mile in length~~.

16—11379 GPO

CHARACTER AND METHOD OF CONSTRUCTION

ARTICLE III. The Highway Department will construct or cause to be constructed to final completion said project, in strict compliance with said plans and specifications, which are made a part hereof, under its direct supervision, which shall include adequate inspection throughout the course of construction, subject at all times to inspection and approval by the Administrator or his agents, and in accordance with the laws of said State, the rules and regulations of the Administrator, and the following conditions:

(*a*) It is agreed that the construction work on the project shall be performed by contract, unless the performance thereof by force account shall be approved by the Administrator or his authorized representatives. Such construction work as may be performed by force account shall be paid for on the basis of the units of work performed at the unit prices set forth in the estimate as approved by the Administrator, except that where the total actual cost is ascertained to be less than the estimate so approved the total Federal payments shall not exceed the Federal pro rata share of such total actual cost.

UNITED STATES PRO RATA SHARE OF THE COST OF SAID PROJECT

ARTICLE IV. The United States pro rata share of the value of the labor and materials which shall be actually put into the construction of Section 9(3) of said project shall not in any event exceed the sum of fifty-one thousand, four hundred and no/100 dollars ($51,400.00), certified to the Secretary of the Treasury as above mentioned, which does not exceed the authorized Federal pro rata share of eighty-four thousand, two hundred fifty-seven and 36/100 dollars ($84,257.36), the approved total estimated cost of Section 9(3) of said project.

PAYMENTS

ARTICLE V. As the construction of said project progresses, the Administrator shall from time to time draw warrants on the Secretary of the Treasury for the payment to the State Treasurer (Official or depository) hereby designated by the Highway Department for that purpose and authorized under the laws of said State to receive public funds of the State of Oregon (Name) of such sums as shall not, together with previous payments, exceed the United States pro rata share, as above specified, of the value, as determined by the Administrator after inspection and approval, of the labor and materials which have actually been put into said construction work in compliance with the requirements of Article III hereof.

The Administrator reserves the right to withhold such sum as he may deem necessary to insure completion of construction in compliance with said plans and specifications.

MAINTENANCE OF PROJECT

ARTICLE VI. The Highway Department will maintain said project in compliance with said acts of July 11, 1916, and November 9, 1921, out of funds which have been or will be made available therefor by said State in the manner herein set forth, to wit: Chap. 529, Laws 1939. (Include reference to statute authorizing funds and probable amount annually available)

The Highway Department will use every means within its power to insure proper and permanent maintenance of said project, and to that end will provide for the constant making of needed repairs to preserve a smooth-surfaced highway.

Showing of authority of the Highway Department to execute agreements will be found in the agreement for project No. 112.

In witness whereof the parties have hereunto affixed their signatures, the Highway Department on the day and year first above written and the Administrator on the ______ day of

MAR 25 1941, 19__

OREGON STATE HIGHWAY COMMISSION
(Official title of Highway Department)

By Henry F. Cabell
Chairman, State Highway Commission
(Title of officer)

By ______
Member, State Highway Commission
(Title of officer)

By ______
Member, State Highway Commission
(Title of officer)

By ______
______
(Title of officer)

By ______
______
(Title of officer)

FEDERAL WORKS ADMINISTRATOR,

By H. J. O'Leary
Acting Commissioner of Public Roads.

U. S. GOVERNMENT PRINTING OFFICE 16—11879

Form PR. 3—Revised

FEDERAL WORKS AGENCY
PUBLIC ROADS ADMINISTRATION

CERTIFICATE OF APPROVAL OF PLANS, SPECIFICATIONS, AND ESTIMATES

(Under "An Act to provide that the United States shall aid the States in the construction of rural roads, and for other purposes," approved July 11, 1916, and acts amendatory thereof and supplementary thereto.)

To

THE SECRETARY OF THE TREASURY, AND

THE STATE HIGHWAY DEPARTMENT OF THE STATE OF Oregon

Pursuant to the acts above cited, I hereby certify—

FIRST. That in accordance with the provisions of said acts, I have approved the plans, specifications, and estimates submitted by the State Highway Department of the State of Oregon for the construction of a highway designated in the records of this Agency as ~~/~~ Federal Aid Project No. 148-G(3), State of Oregon.

SECOND. That in accordance with said provisions I have approved the sum of $84,257.36 as the total estimated cost of said project, and the sum of $ 51,400.00 as the share of the United States, payable under said acts on account of such project, which does not exceed the authorized Federal pro rata share of said total estimated cost.

Done at the city of Washington, this .... day of ....
one thousand nine hundred and MAR 25 1941

FEDERAL WORKS ADMINISTRATOR,

By H. J. O'Leary
Acting Commissioner of Public Roads.

U. S. GOVERNMENT PRINTING OFFICE 16—10139

RECEIVED
APR 5 1941
FOR FILING

148-C-3

BATES, LIVELY & PEARSON
INSURANCE GENERAL AGENTS
YEON BUILDING
PORTLAND, OREGON

April 1st, 1941.

Oregon State Highway Commission,
Salem, Oregon.

Gentlemen:

RE: Contract No. 2367 -- E. L. Rigdon.
Contract 6.88 Mi. Grad., Surf. and
Oiling, Oakerman Ranch-Sagehen Hill
Section of the Central Oregon Hiway
in Harney County, State of Oregon.

ATTENTION: Mr. H. B. Glaisyer.

As surety on the official contract bond of E. L. Rigdon, contractor on the job in caption, we enclose herewith Contract Status Report Form, and shall appreciate your completing same and then returning to this office as soon as possible for the completion of our bond records.

Also, enclosed you will find a self addressed stamped envelope for your convenience in replying, and will thank you for a reply by return mail.

Very truly yours,

BATES, LIVELY & PEARSON,
General Agents,

By: K W Lively

mb
Encls: - Contract Status Report,
Self Addressed Stamped Envelope.

NOTED
D. G. DeSart

2

FEDERAL WORKS AGENCY
PUBLIC ROADS ADMINISTRATION

UNITED STATES DEPARTMENT OF AGRICULTURE
BUREAU OF PUBLIC ROADS
DISTRICT No. 1

(Stencil #28)

POST OFFICE BUILDING
PORTLAND, OREGON

IN YOUR REPLY PLEASE
REFER TO FILE NO. Oregon FAP 148-G (3)
Okerman Ranch-Sagehen Hill Sec.
Central Oregon Highway

February 14, 1941

Mr. R. H. Baldock
State Highway Engineer
Salem, Oregon

Dear Sir:

We are forwarding herewith two copies of proposed project agreement for signature and return to this office.

Enclosed is an approved copy of the detail estimate, upon which the agreement was based, together with approved copy of specifications.

Very truly yours,

W. H. LYNCH
District Engineer

By L. J. Caufield
L. J. Caufield
Sr. Highway Engineer

D. G. DeSart

RECEIVED
FOR FILING

148-6-2

February 13, 1941

West Coast Power Company
Terminal Sales Building
Portland, Oregon.

Gentlemen: **Attention F. G. Barnett**

This will acknowledge receipt of your letter of February 10 and advise that Mr. E. L. Rigdon has a contract with the Oregon State Highway Commission for grading, surfacing and oiling the Okerman Ranch-Sagehen Hill Section of the Central Oregon Highway in Harney County.

Surety bond for this contract, No. 2367, was furnished by the Aetna Casualty and Surety Company through its local agents, Bates, Lively & Pearson, Yeon Building, Portland.

Mr. Rigdon's present address is La Pine, Oregon.

Very truly yours,

OREGON STATE HIGHWAY COMMISSION

By

Secretary

DGD/
RS

NOTED
D. G. DeSart

WEST COAST POWER COMPANY

404 TERMINAL SALES BUILDING
PORTLAND, OREGON

FEBRUARY 10, 1941

Oregon State Highway Commission
Salem, Oregon

Attention: Mr. H. B. Glaisyer,
Secretary

Gentlemen:

We wish to obtain information regarding the whereabouts of Mr. E. L. Rigdon and also if he is doing any work under contract for the State Highway Commission at this time. If Mr. Rigdon is not doing any work for the Highway Commission, can you advise us where we can locate him?

Yours very truly,

WEST COAST POWER COMPANY

F. G. Barnett

F. G. Barnett,
Operating Manager

RECEIVED
JAN 31 1941
FOR FILING

148 g-3

January 17, 1941

Mr. W. H. Lynch
District Engineer
Public Roads Administration
Post Office Box 3900
Portland, Oregon

Dear Sir:

We are enclosing herewith seven copies of estimate as basis for project agreement for the Oakerman Ranch-Sagehen Hill Section, Project No. FA 148-G (3).

Very truly yours,

R. H. BALDOCK
Chief Engineer

By

S. H. Probert
Office Engineer

Dict. by J. W. Nash/GS

Encl.

Oregon State Highway Department Federal Aid Project No. 148-C (3)

OAKERMAN RANCH-SAGEHEN HILL SECTION

OF THE CENTRAL OREGON HIGHWAY IN HARNEY COUNTY

(Estimate as basis for project agreement. Based on low bid prices.)

Salem, Oregon, January 7, 1941

Roadway (Sta. 5725+00 to 6081+01.9)

All Required		Clearing and Grubbing		$ 490.00
All Required		Removal of Old Bridges		300.00
144	cu. yds.	Structural Excavation, Unclassified	$ .90	129.60
120	cu. yds.	Trench Excavation, Unclassified	.90	108.00
18,000	cu. yds.	General Excavation, Location "A"	.50	9,000.00
63,865	cu. yds.	General Excavation, Location "B"	.18	11,495.70
13,500	yd. mi.	Truck Haul	.10	1,350.00
6.74	miles	Finishing Roadbed and Slopes	200.00	1,348.00
34	lin. ft.	12" Corr. Metal Pipe	1.45	49.30
160	lin. ft.	18" Corr. Metal Pipe	1.90	304.00
65	lin. ft.	24" Corr. Metal Pipe	3.25	211.25
180	lin. ft.	30" Corr. Metal Pipe	4.10	738.00
70	lin. ft.	60" Corr. Metal Pipe	13.50	945.00
36	lin. ft.	Salvaging Culvert Pipe	.50	18.00
50	only	Wood Sight Posts	2.50	125.00
2,255	lin. ft.	Snow Fence	.35	789.25
11,760	cu. yds.	Materials in Leveling Course and Shoulder Base	.45	5,292.00
15,090	tons	4½" - 2" Rock in Base	.65	9,808.50
11,070	tons	3/4" - 0" Rock in Base and Shoulders	.75	8,302.50
1,470	M-gals.	Sprinkling	1.25	1,837.50
6.74	miles	Preparation of Base	100.00	674.00
5,750	tons	Furnishing and Placing Mineral Aggregate	2.00	11,500.00
353	tons	Furnishing and Placing 151-200 Asphalt	26.00	9,178.00
93	tons	Furnishing and Placing RC-3 or Emulsified Asphalt	28.00	2,604.00
			Subtotal	$ 76,597.60
			10% Engr. & Cont.	7,659.76
			Total	$ 84,257.36

Length	6.742 miles
Cost per mile	$ 12,497.38

Federal Aid Funds	$ 51,400.00
State Funds	32,857.36
	$ 84,257.36

State Funds for Construction: Chap. 175, laws 1917; Chap. 31, laws 1920;
Chap. 529, laws 1939
State Funds for Maintenance: Chap. 529, laws 1939

RECEIVED
NOV 25 1940
FOR FILING

FA 148

November 23, 1940

Mr. W. H. Lynch
District Engineer
Public Roads Administration
P. O. Box 3900
Portland, Oregon

Dear Sir:

In accord with the request contained in your letter of November 14, 1940, we are enclosing five copies of revised project statement map for the Okerman Ranch-Sage Hen Hill Section, Project No. FA 148.

Very truly yours,

R. H. BALDOCK
Chief Engineer

By

S. H. Probert
Office Engineer

Dict. by J. W. Nash/ER

Encl.

FEDERAL WORKS AGENCY
PUBLIC ROADS ADMINISTRATION
DISTRICT ONE

MONTANA
OREGON
WASHINGTON

POST OFFICE BUILDING
PORTLAND, OREGON

November 14, 1940

Mr. R. H. Baldock
State Highway Engineer
Salem, Oregon

Dear Sir:

Reference is made to our letter of September 30, 1940 and Mr. Probert's reply of October 8th involving the submission of a revised project statement sketch map for Oregon Federal Aid Project 148, Okerman Ranch-Sage Hen Hill Section of the Central Oregon Highway, to show the project as constructed.

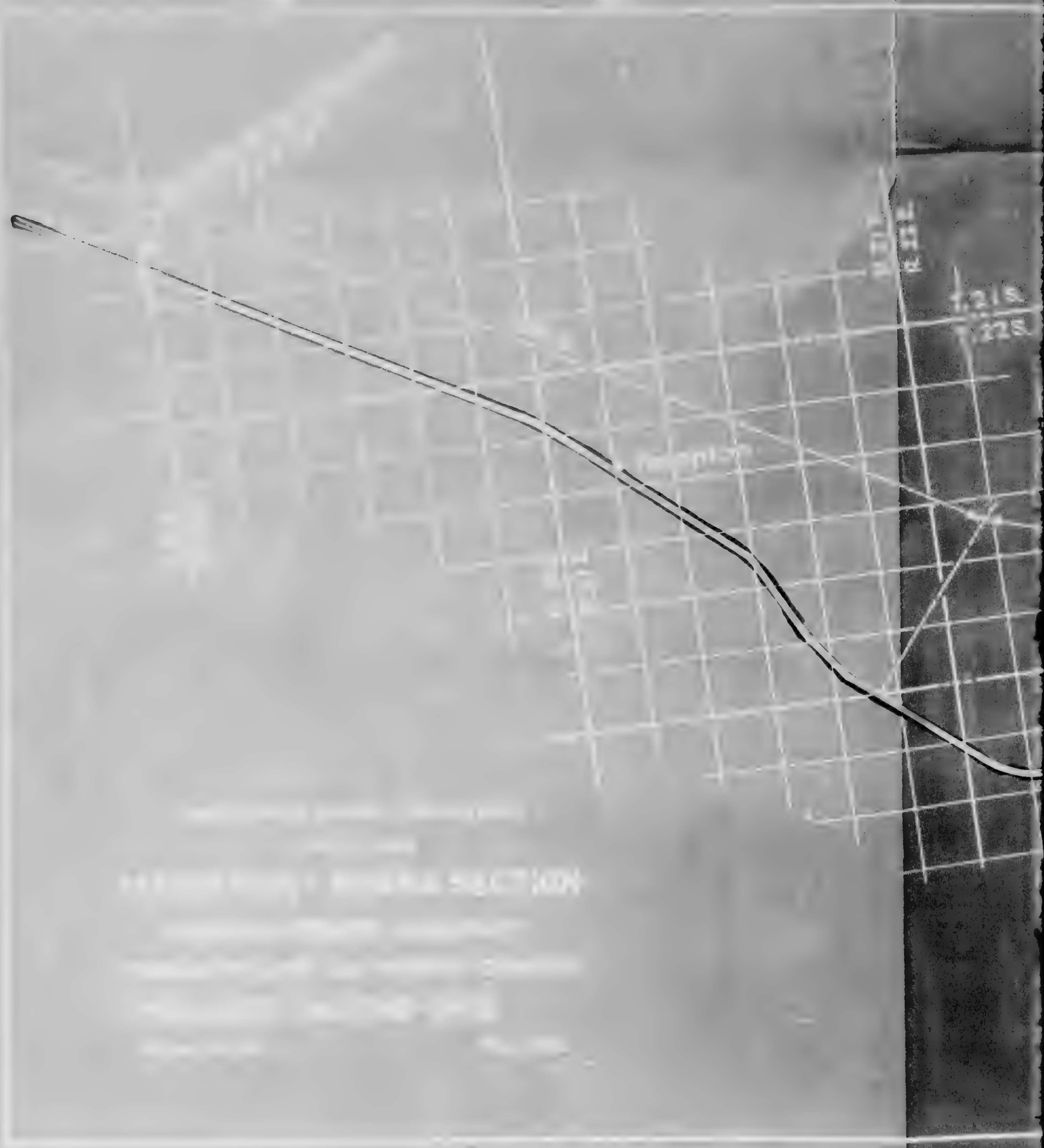
This is again called to your attention as it probably has been overlooked.

Very truly yours,

W. H. LYNCH
District Engineer

By: F. E. Andrews
F. E. Andrews
Sr. Highway Engineer

NOTED
D. G. DeSart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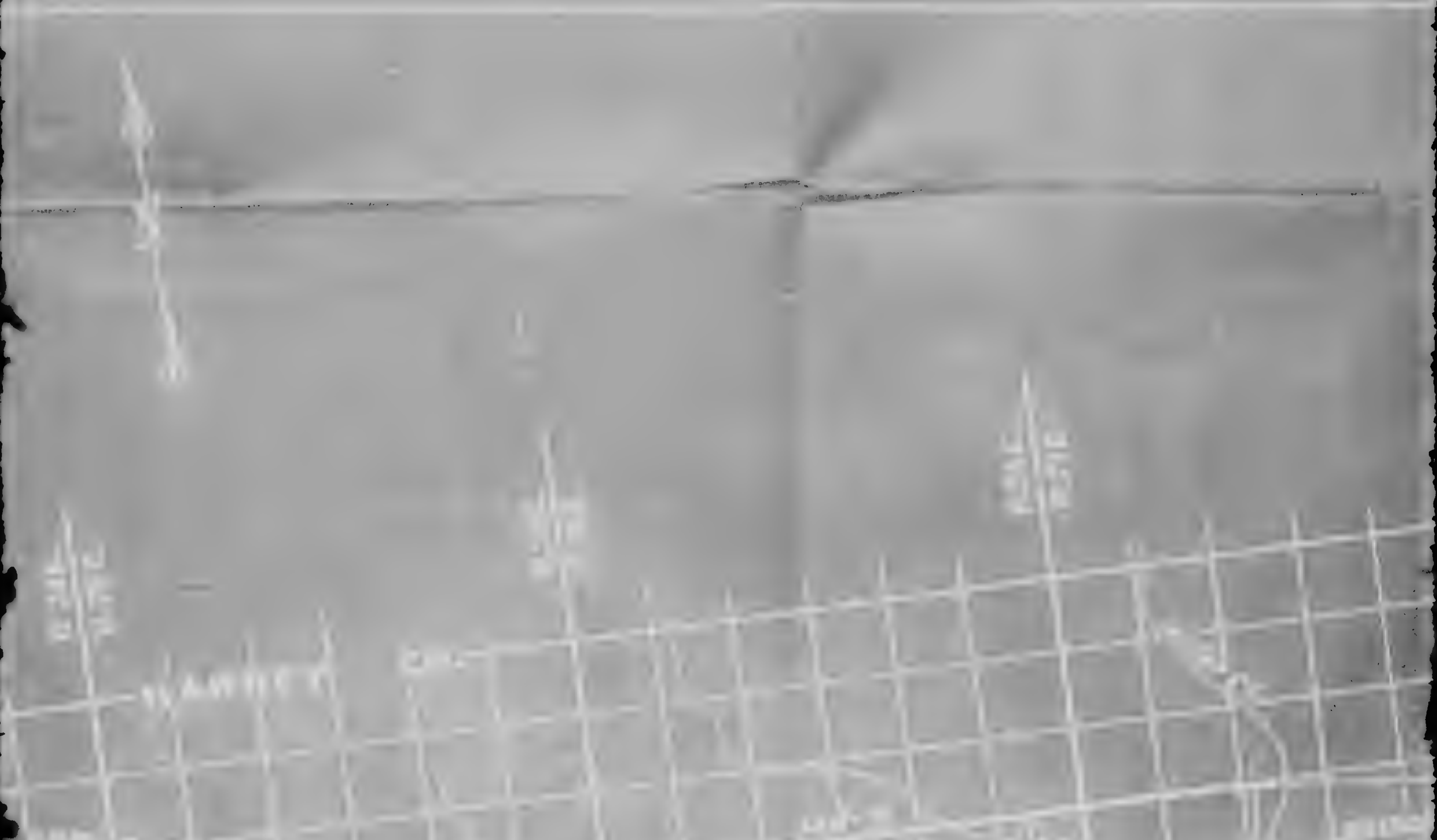

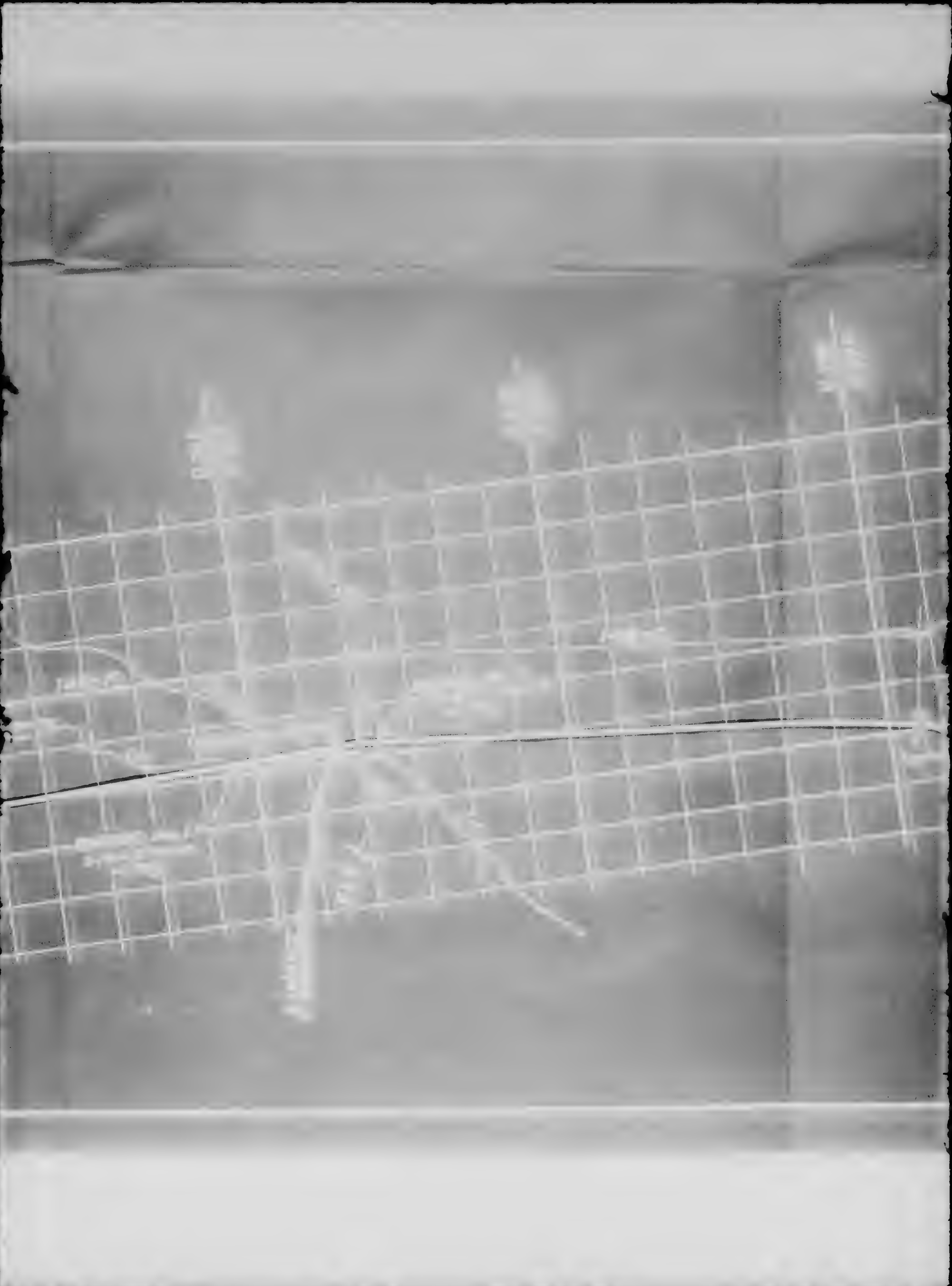

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T. 24 S.

RECEIVED
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FOR FILING

148-G-3

October 31, 1940

Mr. E. L. Rigson
Lapine, Oregon

Dear Sir:

We are sending you today by parcel post a fully executed copy of Contract No. 2367 which was awarded to you by the State Highway Commission on October 10, 1940, covering the grading, surfacing, and oiling of the Okerman Ranch-Sage Hen Hill Section of the Central Oregon Highway, in Harney County.

This copy is for your records and files. We are also sending a fully executed copy to the surety on your bond.

Very truly yours,

STATE HIGHWAY COMMISSION

By
Secretary

MEL

NOTED
D. G. DeSart

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OCT 21 1940
FOR FILING

142-G-3

RECEIVED
19 1940

BATES, LIVELY & PEARSON
INSURANCE GENERAL AGENTS
YEON BUILDING
PORTLAND, OREGON

October 18th, 1940.

Oregon State Highway Commission,
Salem, Oregon.

Gentlemen:

RE: Contract No. 2367 -- E. L. RIGDON,
6.88 Mi. Grad., Surf., and Oiling,
Oakerman Ranch-Sage Hen Hill Section
on the Central Oregon Highway in
Harney County.

We are sending to you under separate cover by express, the above contract in quadruplicate, upon which we have executed surety bond on behalf of E. L. Rigdon in The Aetna Casualty and Surety Company of Hartford, Connecticut.

You will note in checking the contracts and bond to accompany contracts, that Mr. Rigdon neglected to sign one copy of the bond. We trust that this will not void the acceptance of the contracts, and when the same have been approved by the commissioners, it will be in order to return to us the unsigned copy as the surety's copy of the contract agreement.

Trusting that the contracts will be found in order, we remain,

Very truly yours,

BATES, LIVELY & PEARSON,
General Agents,
THE AETNA CASUALTY & SURETY CO.,

By: R W Lively

MAB

cc: -- G. Cyrus Bishop.

Received 10-21-40

NOTED
D. G. DeSart

RECEIVED
OCT 16 1940
FOR FILING

118-6-23

October 15, 1940

Mr. E. L. Rigdon
Lapine, Oregon

Dear Sir:

We are sending you today by express four copies of Contract No. 2367 which was awarded to you by the State Highway Commission on October 10, 1940, covering the grading, surfacing, and oiling of the Okerman Ranch-Sage Hen Hill Section of the Central Oregon Highway, in Harney County.

Kindly execute all four copies of this contract as to agreement and bond and return them to this office for approval by the State Highway Commission. When this has been done a fully executed copy will be returned to you for your records and files. We will also send an executed copy to the surety on your bond.

Your special attention is called to the paragraph under Section 6 (page 15) of the printed General Provisions, relating to the Workmen's Compensation Act. You will be expected to accept the terms of this Act and to carry on your work under this contract in strict conformance thereto.

Your attention is also called to the paragraph on the same page, relating to payment by the contractor of amounts due hospital associations, et cetera.

Very truly yours,

STATE HIGHWAY COMMISSION
By

Secretary

NOTED
D. G. DeSart

MBL

P. S. We find that there is no express office at Lapine, therefore we are sending this via parcel post.

[illegible]

RECEIVED
OCT 15 1940
FOR FILING

148-G-3

October 14, 1940

Mr. E. L. Rigdon
Lapine, Oregon

Dear Sir:

The State Highway Commission on October 10, 1940, awarded you the contract for 6.88 miles grading, surfacing and oiling on the Okerman Ranch-Sage Hen Hill Section of the Central Oregon Highway, in Harney County. This award was based on your low bid of $89,198.25 submitted on that date.

Contract forms will be sent to you for execution within the next few days.

Very truly yours,

STATE HIGHWAY COMMISSION

By

Secretary

am

cc - S. H. Probert
G. S. Paxson

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[illegible]
FOR FILING

FEDERAL WORKS AGENCY
PUBLIC ROADS ADMINISTRATION
DISTRICT ONE

MONTANA
OREGON
WASHINGTON

POST OFFICE BUILDING
PORTLAND, OREGON

October 10, 1940

Mr. R. H. Baldock
State Highway Engineer
Salem, Oregon

Dear Sir:

This is to confirm our verbal concurrence in award of contract, as of this date, for Oregon Federal Aid Project No. 148-G (3), Okerman Ranch-Sage Hen Hill Section of the Central Oregon Highway, to E. L. Rigdon, La Pine, Oregon, who submitted the low bid.

Very truly yours,

W. H. LYNCH
District Engineer

By F E Andrews
F. E. Andrews
Sr. Highway Engineer

October 8, 1940

Mr. W. H. Lynch
District Engineer
Public Roads Administration
P. O. Box 3900
Portland, Oregon

Dear Sir:

Reference is made to the inquiry contained in your letter of September 30, 1940, concerning the rounding of slopes on the Okerman Ranch-Sage Hen Hill Section, Project No. FA 148-C (3).

Please be advised that slopes steeper than 4:1 are to be used only in solid rock cuts and, for that reason, no slope rounding will be required.

Very truly yours,

R. H. BALDOCK
Chief Engineer

By

E. H. Probert
Office Engineer

Dict. by J. W. Nash/ER

6

FEDERAL WORKS AGENCY
PUBLIC ROADS ADMINISTRATION
DISTRICT ONE

MONTANA
OREGON
WASHINGTON

POST OFFICE BUILDING
PORTLAND, OREGON

RECEIVED
1 - 1940

September 30, 1940

Mr. R. H. Baldock
State Highway Engineer
Salem, Oregon

Dear Sir:

Reference is made to P.S.& E. for Oregon Federal Aid Project No. 148-G (3), the Okerman Ranch-Sage Hen Hill Section.

The typical section shows some cut slopes to be constructed on a 1:1 slope. The revised specifications provide for rounding unless the cut is in solid rock. The location of these 1:1 slopes is not given in the plans nor does the estimate include an item for slope rounding. Will you please advise if these cuts are all to be in solid rock or if some slope rounding should be included.

Sent
11-23-40

The approved project statement sketch map does not show the location as now constructed and it is requested that revised sketch maps be submitted.

Very truly yours,

W. H. LYNCH
District Engineer

By L J Caufield
L. J. Caufield
Sr. Highway Engineer

FEDERAL WORKS AGENCY
PUBLIC ROADS ADMINISTRATION
DISTRICT ONE

MONTANA
OREGON
WASHINGTON

POST OFFICE BUILDING
PORTLAND, OREGON

RECEIVED
SEP 23 1940

September 16, 1940

Mr. R. H. Baldock
State Highway Engineer
Salem, Oregon

Dear Sir:

P.S. & E. documents for Oregon Federal Aid Project 148-G (3), the Okerman Ranch - Sage Hen Hill Section of the Central Oregon Highway, have today been recommended for approval, subject to final review and approval by the Commissioner of Public Roads. This is your authority for advertising.

Prompt submission of the bid tabulation and agreement estimate will be appreciated.

Very truly yours,

W. H. LYNCH
District Engineer

By: L. C. Caufield
L. C. Caufield
Sr. Highway Engineer

September 10, 1940

Mr. W. H. Lynch
District Engineer
Public Roads Administration
Post Office Box 3900
Portland, Oregon

Dear Sir:

We are enclosing herewith seven copies of estimate and three copies of right of way statement to accompany plans and specifications for the Okerman Ranch-Sage Hen Hill Section, Project No. FA 148-G (3).

Five sets of blueprint plans and two sets of special provisions are being sent under separate cover. The required number of bid proposals will be sent later.

Very truly yours,

R. H. BALDOCK
State Highway Engineer

By

S. H. Probert
Office Engineer

Dict. by J. W. Nash/GS

Encl.

Oregon State Highway Department Federal Aid Project No. 148-G(3)

[illegible] RANCH-SAGE HEN HILL SECTION

OF THE CENTRAL OREGON HIGHWAY IN HARNEY COUNTY

(Estimate to accompany plans and specifications. Not as basis for project agreement.)

Salem, Oregon, September 10, 1940

Roadway (Sta. 5725+00 to 6081+01.9)

All Required		Clearing and Grubbing		$ 200.00
All Required		Removal of Old Bridges		100.00
144	cu. yds.	Structural Excavation, Unclassified	$ 1.00	144.00
120	cu. yds.	Trench Excavation, Unclassified	1.00	120.00
18,000	cu. yds.	General Excavation, Location "A"	.60	10,800.00
63,865	cu. yds.	General Excavation, Location "B"	.20	12,773.00
13,500	yd. mi.	Truck Haul	.12	1,620.00
6.74	miles	Finishing Roadbed and Slopes	200.00	1,348.00
34	lin. ft.	12" Corr. Metal Pipe	1.00	34.00
160	lin. ft.	18" Corr. Metal Pipe	2.00	320.00
65	lin. ft.	24" Corr. Iron Pipe	3.00	195.00
180	lin. ft.	30" Corr. Metal Pipe	4.00	720.00
70	lin. ft.	60" Corr. Metal Pipe	12.00	840.00
36	lin. ft.	Salvaging Culvert Pipe	1.00	36.00
50	only	Wood Sight Posts	2.00	100.00
2,255	lin. ft.	Snow Fence	.40	902.00
11,760	cu. yds.	Materials in Leveling Course and Shoulder Base	.60	7,056.00
15,090	tons	4½" - 2" Rock in Base	.80	12,072.00
11,070	tons	3/4" - 0" Rock in Base and Shoulders	.90	9,963.00
1,470	M-gal.	Sprinkling	1.25	1,837.50
6.74	miles	Preparation of Base	100.00	674.00
5,750	tons	Furnishing and Placing Mineral Aggregate	1.60	9,200.00
353	tons	Furnishing and Placing 151-200 Asphalt	28.00	9,884.00
93	tons	Furnishing and Placing RC-3 and Emulsified Asphalt	28.00	2,604.00
			Subtotal	$ 83,542.50
			10% Engr. & Cont.	8,354.25
			Total	$ 91,896.75

Length 6.742 miles

Cost per mile $ 13,630.48

Federal Aid Funds- -	$ 56,060.00
State Funds- -	35,836.75
	$ 91,896.75

[illegible]

[illegible]

All necessary right of way has been acquired for this project.

[illegible]
[illegible]

By

[illegible]
[illegible]

[illegible]

CHEESMAN RANCH-SAGE HEN HILL SECTION

PROJECT NO. FA 148-G (3)

All necessary right of way has been acquired for this project.

R. H. BALDOCK
Chief Engineer

By

S. H. Probert
Office Engineer

September 10, 1940

COMPARATIVE COST OF 60" CORRUGATED IRON PIPE

AND EQUIVALENT CONCRETE BOX CULVERT

1. Estimated Cost of 60" Corr. Iron Pipe per lin. ft.				$ 12.00
2. Estimated Cost of Concrete Box Culvert per lin. ft.				
0.44 cu. yd.	Concrete	$ 25.00	$ 11.00	
71 lbs.	Metal Reinforcement	.06	4.26	
				$ 15.26

CONTRACT# [redacted] 2368

16-3402 Madras Maintenance Building
The Dalles-California Hwy. 1949
[illegible]

RECEIVED
NOV 21 1941

16-340 V

November 19, 1941

Birkemeier & Saremal
442 Sherlock Building
Portland, Oregon

Gentlemen:

The State Highway Commission, at its meeting on October 17, 1941, granted you the extension of time requested from May 31 to September 19, 1941, without penalty, in connection with contract No. 2368 for construction of a maintenance building adjacent to the state highway at Madras, in Jefferson County.

Very truly yours,
STATE HIGHWAY COMMISSION

By

Secretary

MM

cc - W. E. Chandler

K

RECEIVED
OCT 24 1941
FOR FILING

16-3402

October 23, 1941

General Casualty Company of America
Mansfield and Company
310 Lewis Building
Portland, Oregon

Gentlemen:

You are hereby notified that state highway contract No. 2368 for work on the Madras Section of The Dalles-California Highway, in Jefferson County, has been completed by the contractors, Birkemeier and Saremal, and that final settlement will be made on or after November 3, 1941.

The state is not advised of any unpaid claims for labor or materials, or of the existence of any claims, debts, dues, or demands incurred in the performance of such work and remaining unsatisfied, and you are advised that the state assumes no responsibility for any such claims should there be any.

This notice is served upon you since you appear as surety on the bond furnished by the above contractor. Kindly acknowledge receipt of this letter.

For your information we wish to advise that the total amount paid the contractor in connection with this contract will be $9,293.58, including final payment, of which $32.80 is for force account work. This contract was completed on September 19, 1941, and accepted October 17, 1941, by the Commission.

Very truly yours,
STATE HIGHWAY COMMISSION

By

Secretary

[illegible]

NOTED
D DeSart

RECEIVED

11-2402

November 15, 1940

Birkemeier & Saremal
442 Sherlock Bldg.
Portland, Oregon

Gentlemen:

We are forwarding to you today, by express, a fully executed copy of Contract No. 2368 which was awarded to you on October 10, 1940, for construction of a maintenance building on The Dalles-California Highway at Madras. This is for your records and files.

Very truly yours,

STATE HIGHWAY COMMISSION

By

Secretary

DD:AM

RECEIVED
FOR

16-34-12

November 15, 1940

General Casualty Company of America
Mansfield & Company, Agents
Lewis Building
Portland, Oregon

Gentlemen:

We are forwarding to you today, by express, a fully executed copy of Contract No. 2368 which was awarded to Birkemeier & Saremal on October 10, 1940, for construction of a maintenance building on The Dalles-California Highway at Madras.

This is being forwarded to you inasmuch as you appear surety on the bond furnished by the contractor and is for your records and files.

Very truly yours,

STATE HIGHWAY COMMISSION

By

Secretary

DD:AH

RECEIVED
OCT 22 1940
FOR FILING

[illegible]

October 21, 1940

BIRKEMEIER & SAREMAL
442 Sherlock Building
Portland, Oregon

Gentlemen:

We are sending you today by express four copies of Contract No. 2368 which was awarded to you by the State Highway Commission on October 10, 1940, covering the construction of a maintenance building on The Dalles-California Highway at Madras, in Jefferson County.

Kindly execute all four copies of this contract as to agreement and bond and return them to this office for approval by the State Highway Commission. When this has been done a fully executed copy will be returned to you for your records and files. We will also send an executed copy to the surety on your bond.

Your special attention is called to the paragraph on page 25 relating to the Workmen's Compensation Act. You will be expected to accept the terms of this act and to carry on your work under this contract in strict conformance thereto.

Your attention is also called to the paragraph on the same page, relating to payment by the contractor of amounts due hospital associations, et cetera.

Very truly yours,

STATE HIGHWAY COMMISSION
By

Secretary

MBL

RECEIVED
OCT 15 1940
FOR FILING

16-3402

October 14, 1940

Birkemeier & Saremal
Sherlock Building
Portland, Oregon

Gentlemen:

The State Highway Commission on October 10, 1940, awarded you the contract for construction of a maintenance building on The Dalles-California Highway, at Madras, in Jefferson County. This award was based on your low bid of $9,589.50 submitted on that date.

Contract forms will be sent to you for execution within the next few days.

Very truly yours,

STATE HIGHWAY COMMISSION

By

Secretary

AM

cc - S. H. Probert
G. S. Paxson

CONTRACT# [redacted] 2369

138-A-1 Sexton Mountain Sec. 1940
Pacific Hwy. CANCELLED
#2369 (M.L. O'Neil)

RECEIVED
JAN 24 1941
FOR FILING

132-A-1

January 23, 1941

M. L. O'Neil & Son
Highway Contractors
Eugene, Oregon

Gentlemen:

In compliance with the request contained in your letter of January 22, we are supplying the following information relating to the grading project on the Sexton Mountain Section of the Pacific Highway which was awarded to you on October 10, 1940, and which was subsequently forfeited by you.

1. The engineer's estimate for this project was $246,938.50.

2. The 1st, 2nd and 3rd bids received for the project at the October 10th letting were as follows:

M. L. O'Neil & Son, Eugene- - - - - -	$194,982.50
Roy L. Houck, Salem - - - - - - - - -	246,782.50
White's Trucking Co., Walla Walla - -	248,754.50

3. The 1st, 2nd and 3rd bids received for the project, when it was readvertised for the November 12th letting, were as follows:

McNutt Bros., Eugene- - - - - - - -	$236,390.00
M. L. O'Neil & Son, Eugene- - - - - -	239,261.00
Sam Orino, Portland - - - - - - - - -	243,627.50

4. The contract was finally awarded to, and accepted by, McNutt Bros. of Eugene at a price of $236,390.00.

5. The vertical scale of 20 feet to the inch is used in the bidding profiles for only the very heaviest of our grading projects. We would say that such projects represent less than two per cent of our grading projects.

6. Our records do not show that your firm was ever awarded a project on which the vertical scale of 20 feet to the inch was used.

Very truly yours,

R. H. Baldock
Chief Engineer

SE S. PHILLIPS
CHAIRMAN OF THE BOARD

WILLIAM H. KOOP
PRESIDENT

Great American
Indemnity Company
New York

DANIEL McPEAK
ALFRED W. HILLBACK
MANAGERS

GEORGE E. KELLY
ASSISTANT MANAGER

PACIFIC DEPARTMENT
233 SANSOME STREET
SAN FRANCISCO, CAL.

HARVEY WELLS - FRED C. REED
GENERAL AGENTS
412 FAILING BUILDING
ATWATER 7305

PORTLAND, OREGON

January 22,1941

Mr. Probert
Oregon State Highway Commission
Salem, Oregon

Dear Mr. Probert:

We enclose herewith a letter addressed to the Highway Commission regarding the matter of which Mr. O'Neal spoke to you when in Salem yesterday.

We would appreciate if you would forward your reply to Mr. O'Neil to Route No. 1, Eugene, Oregon, and give a copy of your reply to Mr. Harvey Wells at the House of Representatives.

Very truly yours,

HARVEY WELLS-REED INSURANCE AGENCY

By Fred C Reed.

FCR/bs
Enc.

R. J. O'NEIL

M. L. O'NEIL & SON
HIGHWAY CONTRACTOR
Eugene
~~[illegible]~~, Oregon

Portland, Oregon
January 22,1941

Oregon State Highway Commission
Salem, Oregon

Re: Sexton Mountain Section of
the Pacific Highway in Josephine
County - Federal Aid Project
138-A(1)

Gentlemen:

We are desirous of obtaining some facts relative to the above described project which was awarded to us under date of October 10,1940, and which was subsequently forfeited by us.

Will you kindly give us the following information?

1. What was the engineer's estimate on this project?

2. What were the names and amounts of the 1st, 2nd and 3rd bidders at the October 10th letting?

3. What were the names and amounts of the 1st, 2nd and 3rd bidders at the November 12th letting at which time this project was readvertised?

4. To whom was the contract finally awarded and for what price?

5. Approximately what percentage of the total number of state highway projects advertised contain a vertical scale of one inch equals twenty feet rather than a vertical scale of one inch equals ten feet?

6. Do your records show that our firm was ever awarded a project in the state of Oregon upon which the vertical scale was one inch equals twenty feet?

Very truly yours,

M. L. O'NEIL & SON

By M. L. O'Neil

MLO/bs

RECEIVED
OCT 15 1940
FOR FILING

132-A31

October 14, 1940

M. L. O'Neil & Son
Eugene, Oregon

Gentlemen:

I am handing you herewith Contract No. 2365 for the grading of the Sexton Mountain Section of the Pacific Highway in Josephine County, which contract was awarded to you by the State Highway Commission at 3:30 p.m. on the tenth day of October, 1940.

Please execute the contract and the performance bond, and return to this office at your early convenience.

Very truly yours,

R. H. Baldock
Chief Engineer

RHB:HI

Mr. R. H. Baldock
Chief Engineer
State Highway Commission
Salem, Oregon

Dear Sir:

This is to advise that we find, after careful consideration, that the bid submitted was too low to perform the work without serious loss to us; therefore, we refuse to sign the contract and execute the bid bond and are attaching hereto our check for $9,746.13, representing the penalty provided under the bid bond.

We are sorry that this occurred and trust that our prompt settlement of the matter is such as not to impair our standing with the State Highway Commission nor our qualification status to bid future contracts for the State Highway Commission.

Very truly yours,
M. L. O'NEIL & SON

By ____________________

FORM E-123 15M 6-40

COMMISSIONERS

HENRY F. CABELL, CHAIRMAN
PORTLAND

HURON W. CLOUGH, MEMBER
CANYONVILLE

HERMAN OLIVER, MEMBER
JOHN DAY

OREGON
STATE HIGHWAY COMMISSION

R. H. BALDOCK, CHIEF ENGINEER
C. B. McCULLOUGH, ASS'T CHIEF ENGINEER
J. M. DEVERS, CHIEF COUNSEL
H. B. GLAISYER, SECRETARY

SALEM

RECEIVED
OCT 15 1940
FOR FILING

[illegible]

October 14, 1940

IN REPLY PLEASE
REFER TO FILE NO.

M. L. O'Neil & Son
Route 1
Eugene, Oregon

Gentlemen:

The State Highway Commission on October 10, 1940, awarded you the contract for 1.91 miles grading on the Sexton Mountain Section of the Pacific Highway in Josephine County. This award was based on your low bid of $194,922.50 submitted on that date.

Contract forms will be sent to you for execution within the next few days.

Very truly yours,

STATE HIGHWAY COMMISSION

By

Secretary

AM

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SEP 19 1941
FOR [illegible]

R

FEDERAL WORKS AGENCY
PUBLIC ROADS ADMINISTRATION
DISTRICT ONE

MONTANA
OREGON
WASHINGTON

POST OFFICE BUILDING
PORTLAND, OREGON

October 10, 1940

138-A-1

#2369

Mr. R. H. Baldock
State Highway Engineer
Salem, Oregon

Dear Sir:

This is to confirm our verbal concurrence in award of contract, as of this date, for Oregon Federal Aid Project No. 138-A (1), Sexton Mountain Section of the Pacific Highway, to M. L. O'Neil & Son, Eugene, Oregon, who submitted the low bid.

Very truly yours,

W. H. LYNCH
District Engineer

By F. E. Andrews
F. E. Andrews
Sr. Highway Engineer

CONTRACT# 2370

196-H-1 Bryant Hill-Trout Cr. Sec., 1940
Santiam Hwy.
#2370

RECEIVED
SEP 18 1941
FOR FILING

196-H-1

September 17, 1941

General Casualty Co. of America
C. H. Cleaver
Board of Trade Building
Portland, Oregon

Gentlemen:

You are hereby notified that State Highway Contract No. 2370 for grading, surfacing and oiling on the Bryant Hill-Trout Creek Section of the Santiam Highway in Linn County has been completed by the contractor Fisher Brothers and that final settlement will be made by the state with said contractor on or after Sept. 27, 1941.

The state is not advised of any unpaid claims for labor or materials, or of the existence of any claims, debts, dues, or demands incurred in the performance of such work and remaining unsatisfied, and you are advised that the state assumes no responsibility for any such claims should there be any.

This notice is served upon you since you appear as surety on the bond furnished by the above contractor. Kindly acknowledge receipt of this letter.

For your information we wish to advise that the total amount paid the contractor in connection with this contract will be $88,673.11, including final payment and that no force account work was performed therein. This contract was completed July 3, 1941, and accepted by the Commission on July 24, 1941.

Very truly yours,

OA

Secretary

RECEIVED

196-H-1

August 19, 1941

General Casualty Co. of America
C. H. Cleaver,
Board of Trade Building
Portland, Oregon

Gentlemen:

You are advised that it is the intention of the State Highway Commission to make semi-final payment to Fisher Brothers on contract No. 2370 covering grading, surfacing and oiling on the Bryant Hill-Trout Creek Section of the Santiam Highway, in Linn County. This payment, in the amount of $4,561.59, will be made on or after August 29, 1941. The retained percentage is $2,653.18.

The state is not advised of any unpaid claims for labor or materials, or of the existence of any claims, debts, dues or demands incurred in the performance of such work and remaining unsatisfied, and you are advised that the state assumes no responsibility for any such claims should there be any.

Kindly acknowledge receipt of this letter.

Very truly yours,

OREGON STATE HIGHWAY COMMISSION

By

Secretary

RS

NOTED
D. G. DeSart

Form E-1—5M—8-40

K.

OREGON STATE HIGHWAY COMMISSION

FIELD ENGINEER'S WEEKLY REPORT

FOR CONSTRUCTION PROJECTS ONLY

196-H-1

		For Week Ending	August 16, 1941
Section	Bryant Hill-Trout Creek	*Kind of work*	Grading, Surfacing, & Oiling
Highway	Santiam	*Section prefix*	22-1034
Contractor	Fisher Bros.	*Contract number*	2370
Date of contract	October 10, 1940	*Date of completion*	July 31, 1941
Date work started	October 22, 1940	XXXXXXXX *date of completion*	July 3, 1941
Amount of contract	$79,195.50	*Per cent of time elapsed*	100 %

Estimated cost of completed project, exclusive of engineering $88,450

Per cent of contract completed, based on total contract price 100 %

Engineering cost to date,	$7, 520, 8.3 %	*Date project was completed*	July 3, 1941

General information covering progress of work by party and by contractor, important development, instructions to contractors, instructions from Division Engineers, exchanges in personnel of party, etc.:

The semi-final estimate was completed and was taken to Salem by J. C. Chapman on Tuesday.

RECEIVED
AUG 18 1941
DIVIS[illegible]EER

Signed J. C. Chapman J. C. Chapman

Address Cascadia, Oregon

Mail original copy to Salem and duplicate copy to Division Engineer on Saturday of each week, retain triplicate copy for your own file

	GRADING	SURFACING	MAINTENANCE MATERIALS	OIL AND BITUMINOUS MACADAM	PAVING
Miles in project	4.21	4.21	4.21	4.21	
Miles partially completed					
Miles completed	4.21	4.21	4.21	4.21	
Total estimated quantities					
Estimated quantities moved or placed to date	69,850	28,110	3,980	1,985	
Average daily quantities					
Average daily quantities necessary to complete project on time					
Number shifts per day					
Hours per shift					
Average force on project for week					

Percentages of men employed on contract to be secured from:

.... County, ...%; .... County, ...%; .... County, ...%; .... County, ...%

	NUMBER USED AND SECURED FROM					CONTRACTOR'S KEY MEN, ETC.	TOTAL
	COUNTY	COUNTY	COUNTY	COUNTY	OTHER SOURCES		
Men							
Men and teams							
Men and trucks under 3 tons							
Men and trucks over 3 tons							
Men and tractors							

Equipment used during week: Shovels ...., Power graders ...., Rollers ...., Mixers ...., Crushing or screening plants ....,

Compressors ...., Bulldozers ...., Sheet-foot rollers ...., ..., ..., ...

	WEATHER	HRS. DELAY	CAUSE OF DELAY
Sunday	Cloudy		
Monday	Rain		
Tuesday	Clear		
Wednesday	"		
Thursday	"		
Friday	"		
Saturday	"		

STATE PRINTING DEPT.

R.H. Baldock

146-H-1

August 7th, 1941

P

NOTED
State Highway Engineer

RECEIVED

FINAL COST ANALYSIS
Santiam Highway, Bryant Hill-Trout Creek Section
Contract 2370 Prefix 22-1034
Fisher Bros., Contractors
J. C. Chapman, Resident Engineer

Item	Cost	Quantity	Unit Cost	Unit Bid	Gross Revenue
Clearing & Grubbing	$2,391.32	All		$2,500	$2,500.00
Trench Excavation	715.61	413.62 Cu. Yd.	$1.73	$1.00	413.62
General Exc., Locations "A"	9,078.49	29,894 Cu. Yd.	0.30	0.40	11,957.60
" " " "B"	21,674.43	39,924 " "	0.54	0.40	15,969.60
Truck Haul	2,561.26	17,050 Yd. Mi.	0.15	0.10	1,705.00
Staking Cutbanks	744.90	9,932 Lin. Ft.	0.075	0.10	993.20
Finish Roadbed & Slopes	728.38	4.21 Miles	173.38	150.00	631.50
12" Corr. Metal Pipe	61.84	42 Lin. Ft.	1.47	1.50	63.00
18" " " "	1,132.38	544 " "	2.08	2.25	1,224.00
24" " " "	38.76	12 " "	3.23	3.50	42.00
12" Concrete Pipe	73.26	66 " "	1.11	1.25	82.50
18" " "	100.35	45 " "	2.23	2.25	101.25
24" " "	18.00	6 " "	3.00	2.75	16.50
30" " "	42.12	12 " "	3.51	4.00	48.00
Talus Rock Topping	1,852.68	6,425.07 Cu. Yd.	0.29	0.20	1,285.01
Haul Talus Rock Topping	2,018.59	13,403.6 Yd. Mi.	0.15	0.10	1,307.65
4½"-2" Rock in Base	10,006.15	13,403.6 Tons	0.75	1.00	13,403.60
3/4"-0" " " "	5,742.65	7,692 "	0.75	1.00	7,692.00
3/4"-0" " " Binder Course	755.31	729.56 "	1.04	1.00	729.56
Sprinkling	379.60	270 M-Gal.	1.41	1.50	405.00
3/4"-½" Cr. Rock in S.P.	576.87	777 Cu. Yd.	0.74	1.35	1,048.95
½"-¼" " " " "	444.82	604 " "	0.74	1.35	815.40
¼"-0" " " " "	443.28	600 " "	0.74	1.35	810.00
Clear & Grub S.P. Sites	573.92	100%		$1,500	1,500.00

NOTED
State Highway Engineer

Bryant Hill-Trout Creek Cost Analysis

Item	Cost	Quantity	Unit Cost	Unit Bid	Gross Revenue
Level S.P. Sites	$71.74	100%		$150.00	$150.00
Woven Wire Stock Fence	127.00	63 Lin. Ft.	$2.02	1.20	75.60
Gates in Stock Fence	48.98	4 Only	12.25	20.00	80.00
Preparation of Base	421.00	4.21 Miles	100.00	100.00	421.00
Furnish & Placing Aggregates	$4,440.60	3,250 Tons	1.37	2.15	$6,987.50
*Furnish & Place Light Tar in Binder Course	2,001.45	121.30 Tons	16.50	16.50	2,001.45
Screen Rejections	320.75	1,283 Cu. Yd.	0.25	0.25	320.75
Haul Screen Rejections	41.05	266 Yd. Mi.	0.15	0.08	21.28
PA #1, Extra Clearing & Grubbing	175.04	2.442 Acres	71.68	150.00	366.30
PA #2, 8" Corr. Metal Pipe	120.07	116 Lin. Ft.	1.04	1.00	116.00
PA #2, Selected Rock Backfill	65.40	37 Cu. Yd.	1.77	1.50	55.50
PA #3, Salvaging Culvert Pipe	56.06	108 Lin. Ft.	0.52	0.50	54.00
PA #4, 3"-0" Cr. Rock in Leveling Course	4,218.27	7,025 Tons	0.60	0.75	5,268.75
PA #4, Haul Cr. Rock in Leveling Course	1,196.03	9691.5 Ton Miles	0.12	0.08	775.32
*Furnishing & Placing RC-3 Asphalt in Seal Coat	1,015.38	56.41 Tons	18.00	18.00	1,015.38
*Furnishing & Placing Heavy Tar	4,278.56	251.68 "	17.00	17.00	4,278.56
	$80,822.85				$86,732.33

Gross Revenue	$86,732.33
Total Cost	80,822.85
Net Profit	$5,909.48

Net Profit Equals 7.31% of Gross Revenue

* Subbed to Babler Bros.

Bryant Hill-Trout Creek Section

Detail of Cost

Labor:

Supervision	$3,885.00	
Labor	25,229.76	
State Industrial Accident Insurance	1,455.74	
Social Security & Unemployment Insurance	1,164.59	
		$31,735.09

Materials:

12" Corr. Metal Pipe	42	lin. ft.	at	$1.17	$49.14	
12" " " " Bands	4	each	"	1.39	5.56	
18" " " "	544	lin. ft.	"	1.67	908.48	
18" " " " "	12	each	"	2.38	28.56	
24" " " "	12	lin. ft.	"	2.58	30.96	
12" Concrete Pipe	66	" "	"	0.84	55.44	
18" " "	45	" "	"	1.85	83.25	
24" " "	6	" "	"	2.40	14.40	
30" " "	12	" "	"	2.75	33.00	
8" Perf. Corr. Metal Pipe	116	" "	"	0.78	90.48	
8" " " " " Bands	6	each	"	1.13	6.78	
8" " " " 45° Bend	1		"	5.41	5.41	
Fence Material					82.27	
Gates	4		"	8.075	32.30	
						1,426.03

Miscellaneous:

Equipment Rental (Incl. Repairs)	$18,738.00	
Gas, Oil & Grease	5,362.57	
Explosives	3,548.10	
Move In	2,029.64	
Plant Set-Up	605.58	
Small Tools & Misc. Expense	2,384.37	
Overhead Expense	1,785.04	
Home Office Expense	1,766.75	
Bond	760.51	
		36,980.56

Sub-Contracted to Babler Bros.:

Place 3/4"-0 Rock in Binder Course	729.56	Tons	at	$0.50	$364.78	
Preparation of Base	4.21	Miles	"	$100.00	421.00	
Furnish & Place RC-3 in Seal Coat	56.41	Tons	"	18.00	1,015.38	
Furnish & Place Light Tar in Binder Course	121.3	"	"	16.50	2,001.45	
Place Mineral Aggregate	3,250	"	"	0.80	2,600.00	
Furnish & Place Heavy Tar	251.68	"	"	17.00	4,278.56	
						10,681.17

Total Cost	$80,822.85

Bryant Hill-Trout Creek Section

Analysis of Crushing Costs

Item	Tons	Cu. Yds.
4½"-2" Rock in Base	13,403.6	10,720
3/4"-0 " " "	7,692	6,150
3/4"-0 " " Binder	729.56	580
3/4"-½" Cr. Rock in Stockpile		777
½"-¼" " " " "		604
¼"-0 " " " "		600
Mineral Aggregate	3,250	2,600
3"-0 Level Course	7,025	5,620
		27,651

	Cost	Quantity	Unit Cost
Plant Erection	$2,473.73	27,651 Cu. Yd.	$0.0895
Haul - Quarry to Plant	3,356.60	" " "	0.1214
Plant Operation	10,227.69	" " "	0.3699
Cost in Bunker	$16,058.02	27,651 Cu. Yd.	$0.5808 ($0.4646 per Ton)

The material used for crushing was part of the roadbed excavation, and the excavation was paid as a part of the bid item for General Excavation Locations "B". Therefore, the above analysis does not include the cost of loading crusher material into pit trucks. The material shattered well when shot but was mixed with an excessive amount of dirt and unsuitable rock.

The crushing plant consisted of an 18 x 36 jaw, a 36" and a 24" gyrasphere crushers, a roll feeder, a 3' x 8' and 3' x 10' triple-deck screens, 160 feet of conveyor belts and was powered by four 90 h.p. Cummins diesel engines, one of which drove a generator which operated four 15 h.p. motors and a light system.

The plant operated 707 hours to produce 27,651 cu. yd. of crushed rock at an average rate of 39 cu. yd. per hour.

Bryant Hill-Trout Creek Section

REMARKS:

This was a "Regular Federal Aid Project" and consisted of reconstruction of 4.21 miles of highway roadbed, construction of 4.21 miles of talus rock topping, crushed rock base and oil mat wearing surface (Type 0-11), furnishing 2,000 cu. yd. of crushed rock in stockpile and other incidental work. The contract was bid and awarded October 10th, 1940. Work was started October 22nd and completed July 3rd, 1941.

Clearing consisted mostly of strips along both sides of the existing highway.

Excavation, locations "A", was common material and gravel and was excavated with a shovel and required very little shooting.

Excavation, locations "B", consisted of a large percentage of solid rock and a small percentage of common and included the area from which material was obtained for producing crushed rock. On the basis of total yardage of bank measure, shooting required .65 lb. of powder per cu. yd.

Talus material proved inferior to expectations, and only enough was used to raise the grade in low spots and to build up the outside of curves. Picking suitable material and the spotty nature of the street work increased the cost of this item.

Crushed rock was produced at a plant set-up at Station 1951, using material from a nearby road cut. This location made an average haul of 1.2 miles for crushed material placed on the road. 4½"-2" Base and 3/4"-0 key rock were crushed, hauled to the road in 4-yard trucks and spread and compacted with a heavy blade and a 10-ton roller. 3/4"-0 Rock in binder course was placed in stockpile near the plant. The work of loading from stockpile, hauling to the road and placing was done by the sub-contractor. Crushed rock in stockpile was crushed and hauled to two stockpiles; the one at which most of the rock was placed was near the plant, making a very short average haul. Mineral aggregates were placed in stockpile near the plant, from which it was loaded, hauled and placed by the sub-contractor. A price agreement was drawn up to provide a 3"-0 level course when it was found that insufficient suitable talus rock was available. The bid prices for all crushed rock items were high, and all showed substantial profits.

A 1,500-gal. tank truck was used for sprinkling, water being available close to the job.

The bids for clearing and leveling stockpile sites were high, and profits were obtained on these items.

Woven wire fence was bid at a price lower than cost of materials so that a loss was incurred on this item which was offset by an equally high "gates in fence" bid.

Preparation of base, placing mineral aggregate, furnishing and placing RC-3 asphalt in seal coat, light tar in binder course and heavy tar were done under sub-contract by Babler Bros.

Bryant Hill-Trout Creek Section.

Excavation work was more costly than was anticipated and showed a loss, but the bid prices for crushed rock were high, and the resulting profit more than compensated for the loss on grading and a fair profit was realized on the job as a whole.

E. H. Clymer
Cost Analyst

By . . A. C. Vincent

RECEIVED

FEDERAL WORKS AGENCY
PUBLIC ROADS ADMINISTRATION

RECEIVED
AUG - 9 1941
STATE HIGHWAY COMMISSION

R

UNITED STATES DEPARTMENT OF AGRICULTURE
BUREAU OF PUBLIC ROADS
DISTRICT No. 1

POST OFFICE BUILDING
PORTLAND, OREGON

Stencil No. 8.

IN YOUR REPLY PLEASE
REFER TO FILE No.

August 7, 1941

196-H-1

Mr. R. H. Baldock
State Highway Engineer
Salem, Oregon

Dear Sir:

Final inspection of Oregon SN-FAP 196-H (1), Bryant Hill-Trout Creek Section of the Santiam Highway, was made by a representative of this office on July 26, 1941, subject to submission of Form PR 47.
Prompt submission of the final voucher will be appreciated.

Very truly yours,

W. H. LYNCH
District Engineer

By L. J. Caufield
L. J. Caufield
Sr. Highway Engineer

Jon

196-H-1

Stencil No. 124

RECEIVED
APR 16 1941
FOR FILING

FEDERAL WORKS AGENCY
PUBLIC ROADS ADMINISTRATION
DISTRICT ONE

MONTANA
OREGON
WASHINGTON

POST OFFICE BUILDING
PORTLAND, OREGON

Oregon FAP 196-H(1)
Bryant Hill-Trout Creek
Section of the Santiam
Highway

March 28, 1941

Mr. R. H. Baldock
State Highway Engineer
Salem, Oregon

Dear Sir:

We are forwarding herewith, for your files, an executed copy of the _______________ project agreement and certificate for the above-numbered project.

Very truly yours,

W. H. LYNCH
District Engineer

By L. J. Caufield
L. J. Caufield
Sr. Highway Engineer

Encl.

Jwn

Wa4pr-9569

Form P. R. 2

State Oregon

Federal Aid Project No. 196-E(1)

PROJECT AGREEMENT

MEMORANDUM OF AGREEMENT made this 4th day of March, 194

by and between the Oregon State Highway Commission

, constituting

for the purpose hereof, the Highway Department of the State of Oregon hereinafter called the Highway Department, and the Federal Works Administrator, hereinafter called the Administrator, under and pursuant to the provisions of the act of Congress approved July 11, 1916 (39 Stat., 355), entitled "An Act to provide that the United States shall aid the States in the construction of rural post roads, and for other purposes," and of the act approved November 9, 1921 (42 Stat., 212), entitled "An Act to amend the Act entitled 'An Act to provide that the United States shall aid the States in the construction of rural post roads, and for other purposes,' approved July 11, 1916, as amended and supplemented, and for other purposes," and acts amendatory thereof or supplementary thereto:

Whereas the Highway Department of said State submitted on the 5th day of June, 1933, a project statement, which was approved on the 8th day of July, 1933, for the proposed construction of a project consisting of the road hereinafter described; and

Whereas the Highway Department, in accordance with the rules and regulations promulgated for the administration of the Federal Highway Act, has furnished surveys, plans, specifications, and estimates for Section E(1) of said project which were recommended for approval by the District Engineer of the Public Roads Administration on the 25th day of September 1940; and

Whereas the Administrator has certified to the Secretary of the Treasury his approval of said surveys, plans, specifications, and estimates, and the sum of fifty thousand, one hundred ten and no/100 dollars ($50,110.00) as the share of the United States payable under said act on account of Section E(1) of said project, which does not exceed the authorized Federal pro rata share of the approved total estimated cost thereof:

Now, therefore, in consideration of the premises and of the several promises to be faithfully performed by each, as hereinafter set forth, the Highway Department and the Administrator do hereby mutually agree as follows:

16—11370

FUNDS AT THE DISPOSAL OF THE HIGHWAY DEPARTMENT

ARTICLE I. Funds for the use of the Highway Department in the construction of said project have been made available in the following manner, to wit:

(*a*) By the State[3] Chap. 175, laws 1917; Chap. 51, laws 1920; Chap. 529, laws 1939. (Include date and citation of act of legislature by which authorized)

(*b*) From other sources (State how placed under direct control of Highway Department)

ROAD EMBRACED IN PROJECT

ARTICLE II. This agreement covers the following highway as described in detail in said surveys, plans, and specifications:

Between survey station 1798+43.7 in the NW 1/4 Sec. 36, T. 13 S., R. 3 E., W. M., and survey station 2023+00 in the SW 1/4 Sec. 27, T. 13 S., R. 4 E., the west end of Section G(1) of said project, length 4.214 miles, in Linn County, being Section E(1) of Oregon Federal Aid project. No. 196, consisting of 4.214 miles of roadway and no bridges of more than 20 feet clear span.

16—11379 GPO

CHARACTER AND METHOD OF CONSTRUCTION

ARTICLE III. The Highway Department will construct or cause to be constructed to final completion said project, in strict compliance with said plans and specifications, which are made a part hereof, under its direct supervision, which shall include adequate inspection throughout the course of construction, subject at all times to inspection and approval by the Administrator or his agents, and in accordance with the laws of said State, the rules and regulations of the Administrator, and the following conditions:

(*a*) It is agreed that the construction work on the project shall be performed by contract, unless the performance thereof by force account shall be approved by the Administrator or his authorized representatives. Such construction work as may be performed by force account shall be paid for on the basis of the units of work performed at the unit prices set forth in the estimate as approved by the Administrator, except that where the total actual cost is ascertained to be less than the estimate so approved the total Federal payments shall not exceed the Federal pro rata share of such total actual cost.

UNITED STATES PRO RATA SHARE OF THE COST OF SAID PROJECT

ARTICLE IV. The United States pro rata share of the value of the labor and materials which shall be actually put into the construction of Section E(1) of said project shall not in any event exceed the sum of fifty thousand, one hundred ten and no/100 dollars ($50,110.00), certified to the Secretary of the Treasury as above mentioned, which does not exceed the authorized Federal pro rata share of eighty-two thousand, one hundred forty and 85/100 dollars ($82,140.85), the approved total estimated cost of Section E(1) of said project.

PAYMENTS

[illegible]

ARTICLE V. As the construction of said project progresses, the Administrator shall from time to time draw warrants on the Secretary of the Treasury for the payment to

the State Treasurer
(Official or depository)

hereby designated by the Highway Department for that purpose and authorized under the laws of said State to receive public funds of the State of Oregon
(Name)

of such sums as shall not, together with previous payments, exceed the United States pro rata share, as above specified, of the value, as determined by the Administrator after inspection and approval, of the labor and materials which have actually been put into said construction work in compliance with the requirements of Article III hereof.

The Administrator reserves the right to withhold such sum as he may deem necessary to insure completion of construction in compliance with said plans and specifications.

MAINTENANCE OF PROJECT

ARTICLE VI. The Highway Department will maintain said project in compliance with said acts of July 11, 1916, and November 9, 1921, out of funds which have been or will be made available therefor by said State in the manner herein set forth, to wit: Chap. 529, laws 1939.
(Include reference to statute authorizing funds and probable amount annually available)

The Highway Department will use every means within its power to insure proper and permanent maintenance of said project, and to that end will provide for the constant making of needed repairs to preserve a smooth-surfaced highway.

Showing of authority of the Highway Department to execute agreements will be found in the agreement for project No. 112.

In witness whereof the parties have hereunto affixed their signatures, the Highway Department on the day and year first above written and the Administrator on the ______ day of MAR 17 1941, 19__

OREGON STATE HIGHWAY COMMISSION
(Official title of Highway Department)

By Henry F. Cabell
Chairman, State Highway Commission
(Title of officer)

By ______
Member, State Highway Commission
(Title of officer)

By ______
Member, State Highway Commission
(Title of officer)

By ______
______
(Title of officer)

By ______
______
(Title of officer)

FEDERAL WORKS ADMINISTRATOR,

By W. J. O'Leary
Acting Commissioner of Public Roads.

U. S. GOVERNMENT PRINTING OFFICE 16—11370

Form PR. 3—Revised

FEDERAL WORKS AGENCY
PUBLIC ROADS ADMINISTRATION

CERTIFICATE OF APPROVAL OF PLANS, SPECIFICATIONS, AND ESTIMATES

(Under "An Act to provide that the United States shall aid the States in the construction of rural roads, and for other purposes," approved July 11, 1916, and acts amendatory thereof and supplementary thereto.)

To

THE SECRETARY OF THE TREASURY, AND

THE STATE HIGHWAY DEPARTMENT OF THE STATE OF Oregon

Pursuant to the acts above cited, I hereby certify—

FIRST. That in accordance with the provisions of said acts, I have approved the plans, specifications, and estimates submitted by the State Highway Department of the State of Oregon for the construction of a highway designated in the records of this Agency as Federal Aid Project No. 196-H(1). State of Oregon.

SECOND. That in accordance with said provisions I have approved the sum of $ 82,110.85 as the total estimated cost of said project, and the sum of $ 50,110.00 as the share of the United States, payable under said acts on account of such project, which does not exceed the authorized Federal pro rata share of said total estimated cost.

Done at the city of Washington, this ______ day of ______ one thousand nine hundred and MAR 17 1941

FEDERAL WORKS ADMINISTRATOR,

By O'Leary
Acting Commissioner of Public Roads.

U. S. GOVERNMENT PRINTING OFFICE 16—10199

UNITED STATES DEPARTMENT OF AGRICULTURE
BUREAU OF PUBLIC ROADS
DISTRICT No. 1

FEDERAL WORKS AGENCY
PUBLIC ROADS ADMINISTRATION

(Stencil #28)

POST OFFICE BUILDING
PORTLAND, OREGON

IN YOUR REPLY PLEASE
REFER TO FILE No. Oregon FAP 196-H (1)
Bryant Hill-Trout Creek Sec.
Santiam Highway

February 14, 1941

Mr. R. H. Baldock
State Highway Engineer
Salem, Oregon

Dear Sir:

We are forwarding herewith two copies of proposed project agreement for signature and return to this office.

Enclosed is an approved copy of the detail estimate, upon which the agreement was based, together with approved copy of specifications.

Very truly yours,

W. H. LYNCH
District Engineer

By LJCaufield
L. J. Caufield
Sr. Highway Engineer

RECEIVED
JAN 24 1941
FOR FILING

196-H-1

January 17, 1941

Mr. W. H. Lynch
District Engineer
Public Roads Administration
Post Office Box 3900
Portland, Oregon

Dear Sir:

We are enclosing herewith seven copies of estimate as basis for project agreement for the Bryant Hill-Trout Creek Section, Project No. FA 196-H (1).

Very truly yours,

R. H. BALDOCK
Chief Engineer

By

S. H. Probert
Office Engineer

Dict. by J. W. Nash/GS

Encl.

Oregon State Highway Department Federal Aid Project No. FA 196-E (1)

[illegible] HILL-TROUT CREEK SECTION

OF THE SANTIAM HIGHWAY IN LINN COUNTY

(Estimate as basis for project agreement. Based on low bid prices.)

Salem, Oregon, January 13, 1941

All Required		Clearing and Grubbing		$ 2,500.00
60	cu. yds.	Trench Excavation, Unclassified	$ 1.00	60.00
21,000	cu. yds.	General Excavation, Location "A", Unclassified	0.40	8,400.00
42,000	cu. yds.	General Excavation, Location "B", Unclassified	0.40	16,800.00
12,500	yd. mi.	Truck Haul	0.10	1,250.00
4,000	lin. ft.	Rounding Cutbanks	0.10	400.00
4.21	miles	Finishing Roadbed and Slopes	150.00	631.50
50	lin. ft.	12" Corr. Metal Pipe	1.50	75.00
160	lin. ft.	18" Corr. Metal Pipe	2.25	360.00
12	lin. ft.	24" Corr. Metal Pipe	3.50	42.00
90	lin. ft.	12" Concrete Pipe	1.25	112.50
40	lin. ft.	18" Concrete Pipe	2.25	90.00
12	lin. ft.	24" Concrete Pipe	2.75	33.00
9	lin. ft.	30" Concrete Pipe	4.00	36.00
10,000	cu. yds.	Talus Rock Topping	0.20	2,000.00
13,500	yd. mi.	Hauling Talus Topping	0.10	1,350.00
13,300	tons	4½" - 2" Rock in Base	1.00	13,300.00
10,200	tons	3/4" - 0" Rock in Base	1.00	10,200.00
800	tons	3/4" - 0" Rock in Binder Course	1.00	800.00
600	M-gal.	Sprinkling	1.50	900.00
4.21	miles	Preparation of Base	100.00	421.00
3,550	tons	Furnishing and Placing Aggregate	2.15	7,632.50
58	tons	Furnishing and Placing RC-3 or Emulsified Asphalt in Seal Coat	18.00	1,044.00
108	tons	Furnishing and Placing Light Tar in Binder Course	16.50	1,782.00
262	tons	Furnishing and Placing Heavy Tar	17.00	4,454.00
		Subtotal		$ 74,673.50
		10% Engr. & Cont.		7,467.35
		Total		$ 82,140.85

Length of Roadway 4.214 miles
Cost per mile $ 19,492.37

Federal Aid Funds- -$ 50,110.00
State Funds- 32,030.85

$ 82,140.85

State Funds for Construction: Chap. 175, laws 1917; Chap. 31, laws 1920;
Chap. 529, laws 1939
State Funds for Maintenance: Chap. 529, laws 1939

[illegible]

[illegible]
[illegible]

[illegible]

[illegible]

[illegible]

[illegible]

[illegible]

[illegible] [illegible]

RECEIVED

96-H-1

November 15, 1940

Fisher Brothers
Oregon City, Oregon

Gentlemen:

We are forwarding to you today, by express, a fully executed copy of Contract No. 2370 which was awarded to you on October 10, 1940, for grading, surfacing and oiling the Bryant Hill-Trout Creek Section of the Santiam Highway, in Linn County. This is for your records and files.

Very truly yours,

STATE HIGHWAY COMMISSION

By

Secretary

DD:AM

RECEIVE
NOV 1
FO

196-H-1

November 15, 1940

General Casualty Company of America
C. H. Cleaver, Resident Agent
601 Board of Trade Building
Portland, Oregon

Gentlemen:

We are forwarding to you today, by express, a fully executed copy of Contract No. 2370 which was awarded to Fisher Brothers on October 10, 1940, for grading, surfacing and oiling the Bryant Hill-Trout Creek Section of the Santiam Highway, in Linn County.

This is being forwarded to you inasmuch as you appear surety on the bond furnished by the contractor and is for your records and files.

Very truly yours,

STATE HIGHWAY COMMISSION

By-

Secretary

DD:AM

RECEIVED
NOV 8 1940
FOR FILING

176-H-1

November 6, 1940

Mr. C. H. Cleaver
Oregon Service Office
General Insurance Company of America
601 Board of Trade Building
Portland, Oregon

Dear Sir:

I wish to thank you for your letter of October 4, just received, inclosing your check in the amount of 30 cents to pay collect charges which were paid on Contract No. 2370. Receipted invoice is returned herewith.

This may appear to be a rather trivial matter but over a period of a year the amount paid out by the state for such items runs into a considerable figure and we are trying to cut down this expense as much as possible, hence our bill to you.

Again thanking you for your letter, I remain

Very truly yours,

HBG:AM

Secretary

RECORDED
Date 11/7/40
By
Delivered to

REFERRED TO DeSart
BY SECRETARY
to note

NOTED
D. G. DeSart

GENERAL INSURANCE COMPANY OF AMERICA
FIRST NATIONAL INSURANCE CO. OF AMERICA
GENERAL CASUALTY COMPANY OF AMERICA
HOME OFFICES – SEATTLE, WASHINGTON

H. K. DENT
PRESIDENT

OREGON SERVICE OFFICE
601 BOARD OF TRADE BUILDING
PORTLAND, OREGON

November 4, 1940

RECEIVED
[illegible] - 1940
[illegible]

Oregon State Highway Commission
Salem, Oregon

Attention: Mr. H. B. Glaisyer, Secretary

Gentlemen:

We are enclosing a check for 30¢ covering your invoice of November 1 for express charges paid on four copies of contract No. 2370, together with a copy of your invoice. Will you please receipt the invoice and return to us.

Please accept our sincere apology for sending these contracts to you collect. This was an oversight on the part of our mail girl for which we are truly sorry.

Very truly yours,

C. H. Cleaver

C. H. Cleaver

zm

encls. two

ANSWERED
H. B. GLAISYER

RECEIVED
NOV 4 1940
FOR FILING

19C-H-1

November 1, 1940

General Insurance Co. of America
601 Board of Trade Building
Portland, Oregon

Gentlemen:

We are enclosing three copies of an invoice, in the amount of 30¢, for express paid on four copies of contract No. 2370 with Fisher Brothers, which were sent to us collect on November 1.

We do not believe this to be a just charge against the Oregon State Highway Commission.

Very truly yours,

OREGON STATE HIGHWAY COMMISSION

By

Secretary

DGD:RS

encl.

NOTED
D. G. DeSart

from Consignee (Multiple Entry Form)

3002 11-38
(Printed in U.S.A.)

Office 302-D) Salem, Ore. (M) State NOV -1 1940 19

M State Highway

To RAILWAY EXPRESS AGENCY, Dr.

INCORPORATED

For transportation of the following shipments:

Delivery Sheet No.	Date	Article	Weight	Value	Shipper Point of Origin	Charges	
1220	10/31	Pkg.	6	10	[illegible] Portland		30

5003-950

Received Payment for the Company ______________ TOTAL

RAILWAY EXPRESS AGENCY

GENERAL INSURANCE COMPANY OF AMERICA
FIRST NATIONAL INSURANCE CO. OF AMERICA
GENERAL CASUALTY COMPANY OF AMERICA
OREGON SERVICE OFFICE
601 BOARD OF TRADE BUILDING
PORTLAND, OREGON

AMERICA GENERAL COMPANIES

To

OREGON STATE HIGHWAY COMMISSION
SALEM, OREGON

Very truly yours,

STATE HIGHWAY COMMISSION
By

Secretary

MBL

NOTED
D. G. DeSart

RDING OFFICE: Select space close to and
of this form. Affix back
ll air, press the form

RAILWAY RESS AGENCY C

(5082)
(6-88)
Printed in U.S.A.

(403-F) Portland, Ore. (M)

RECEIPT NUMBER
No 1220

COLLECT

CHARGES FROM CONSIGNEE

IF SHIPMENT ARRIVES WITHOUT DELIVERY SHEET OR DELIVERY SHEET IS MUTILATED MAKE SUBSTITUTE DELIVERY SHEET

FOR COMPLETE THROUGH SERVICE BY ONE DEPENDABLE COMPANY, ORDER AND SHIP BY

RAILWAY EXPRESS AGENCY

AMERICA
GENERAL
COMPANIES

GENERAL INSURANCE COMPANY OF AMERICA
FIRST NATIONAL INSURANCE CO. OF AMERICA
GENERAL CASUALTY COMPANY OF AMERICA
OREGON SERVICE OFFICE
601 BOARD OF TRADE BUILDING
PORTLAND, OREGON

To

OREGON STATE HIGHWAY COMMISSION
SALEM, OREGON

Very truly yours,

STATE HIGHWAY COMMISSION
By

Secretary

MBL

NOTED
D. G. DeSart

RECEIVED
OCT 16 1940
FOR FILING

October 15, 1940

FISHER BROS.
Oregon City, Oregon

Gentlemen:

We are sending you today by express four copies of Contract No. 2370 which was awarded to you by the State Highway Commission on October 10, 1940, covering the grading, surfacing, and oiling of the Bryant Hill-Trout Creek Section of the Santiam Highway, in Linn County.

Kindly execute all four copies of this contract as to agreement and bond and return them to this office for approval by the State Highway Commission. When this has been done a fully executed copy will be returned to you for your records and files. We will also send an executed copy to the surety on your bond.

Your special attention is called to the paragraph on page 15 (section 6) of the printed General Provisions, relating to the Workmen's Compensation Act. You will be expected to accept the terms of this Act and to carry on your work under this contract in strict conformance thereto.

Your attention is also called to the paragraph on the same page, relating to payment by the contractor of amounts due hospital associations, et cetera.

Very truly yours,

STATE HIGHWAY COMMISSION
By

Secretary

MBL

NOTED
D. G. DeSart

RECEIVED
OCT 15 1940
FOR FILING

196-H-1

October 14, 1940

Fisher Brothers
Route 3
Oregon City, Oregon

Gentlemen:

The State Highway Commission on October 10, 1940, awarded you the contract for 4.21 miles grading, surfacing and oiling on the Bryant Hill-Trout Creek Section of the Santiam Highway, in Linn County. This award was based on your low bid of $79,195.50, using tar, submitted on that date.

Contract forms will be sent to you for execution within the next few days.

Very truly yours,

STATE HIGHWAY COMMISSION

By

Secretary

AH

cc - S. H. Probert
G. S. Paxson

FEDERAL WORKS AGENCY
PUBLIC ROADS ADMINISTRATION
DISTRICT ONE

MONTANA
OREGON
WASHINGTON

POST OFFICE BUILDING
PORTLAND, OREGON

October 10, 1940

Mr. R. H. Baldock
State Highway Engineer
Salem, Oregon

Dear Sir:

This is to confirm our verbal concurrence in award of contract, as of this date, for Oregon Federal Aid Project No. 196-H (1), Bryant Hill-Trout Creek Section of the Santiam Highway, to Fisher Bros., Oregon City, Oregon, who submitted the low bid on the basis of using tar.

Very truly yours,

W. H. LYNCH
District Engineer

By

F. E. Andrews
Sr. Highway Engineer

FEDERAL WORKS AGENCY
PUBLIC ROADS ADMINISTRATION
DISTRICT ONE

MONTANA
OREGON
WASHINGTON

POST OFFICE BUILDING
PORTLAND, OREGON

RECEIVED
SEP 26 1940
STATE HIGHWAY COMMISSION

September 25, 1940

Mr. R. H. Baldock
State Highway Engineer
Salem, Oregon

Dear Sir:

P.S.& E. documents for Oregon Federal Aid Project No. 196-H (1), Bryant Hill-Trout Creek Section of the Santiam Highway, are today being recommended for approval. This is your authority to advertise for bids, subject to final review and approval by the Commissioner of Public Roads.

Our concurrence in award of contract will necessarily be withheld until all right of way has been obtained.

Very truly yours,

W. H. LYNCH
District Engineer

By F E Andrews
F. E. Andrews
Sr. Highway Engineer

September 20, 1940

Mr. W. H. Lynch
District Engineer
Public Roads Administration
P. O. Box 3900
Portland, Oregon

Dear Sir:

We are enclosing herewith seven copies of estimate and three copies of right of way statement for the Bryant Hill-Trout Creek Section, Project No. FA 196-H (1).

Five bid proposals, four standard contract forms and five sets of blueprint plans are being sent under separate cover.

Very truly yours,

R. H. BALDOCK
Chief Engineer

By

S. H. Probert
Office Engineer

Dict. by J. W. Nash/ER

Encl.

Oregon State Highway Department **Federal Aid Project No. FA 196-H (1)**

BRYANT MILL-TROUT CREEK SECTION

OF THE SANTIAM HIGHWAY IN LINN COUNTY

(Estimate to accompany plans and specifications. Not as basis for project agreement.)

Salem, Oregon, September 20, 1940

All Required		Clearing and Grubbing		$ 1,200.00
60	cu. yds.	Trench Excavation, Unclassified	$ 1.00	60.00
21,000	cu. yds.	General Excavation, Location "A", Unclassified	.30	6,300.00
42,000	cu. yds.	General Excavation, Location "B", Unclassified	.60	25,200.00
12,500	yd. mi.	Truck Haul	.11	1,375.00
4,000	lin. ft.	Rounding Cutbanks	.10	400.00
4.21	miles	Finishing Roadbed and Slopes	300.00	1,263.00
50	lin. ft.	12" Corr. Metal Pipe	1.00	50.00
160	lin. ft.	18" Corr. Metal Pipe	2.00	320.00
12	lin. ft.	24" Corr. Metal Pipe	3.00	36.00
90	lin. ft.	12" Concrete Pipe	1.00	90.00
40	lin. ft.	18" Concrete Pipe	2.00	80.00
12	lin. ft.	24" Concrete Pipe	3.00	36.00
9	lin. ft.	30" Concrete Pipe	4.00	36.00
10,000	cu. yds.	Talus Rock Topping	.25	2,500.00
13,500	yd. mi.	Hauling Talus Topping	.11	1,485.00
13,300	tons	4½" - 2" Rock in Base	.80	10,640.00
10,200	tons	3/4" - 0" Rock in Base	.80	8,160.00
800	tons	3/4" - 0" Rock in Binder Course	1.50	1,200.00
600	M-gal.	Sprinkling	1.50	900.00
4.21	miles	Preparation of Base	100.00	421.00
3,550	tons	Furnishing and Placing Aggregate	1.70	6,035.00
58	tons	Furnishing and Placing RC-3 or Emulsified Asphalt in Seal Coat	20.00	1,160.00
92	tons	Furnishing and Placing RC-3 Asphalt in Binder Course	20.00	1,840.00
222	tons	Furnishing and Placing 151-200 Asphalt	20.00	4,440.00
108	tons	Furnishing and Placing Light Tar in Binder Course	17.00	(Alternate)
262	tons	Furnishing and Placing Heavy Tar	17.00	(Alternate)
			Subtotal	$ 75,227.00
			10% Engr. & Cont.	7,522.70
			Total	$ 82,749.70

Length of Roadway	**4.214 miles**
Cost per mile	**$ 18,636.85**

Federal Aid Funds- -	**$ 50,480.00**
State Funds- -	**32,269.70**
BRYANT HILL-TROUT CREEK SECTION	**$ 82,749.70**

PROJECT NO. FA 196-M (1)

While negotiations for right of way are in progress, three parcels have not been acquired, nor has the right to occupy and use these parcels been secured, but it is now believed that all necessary right of way will be fully acquired within eighteen days.

R. H. BALDOCK
Chief Engineer

By

S. H. Probert
Office Engineer

September 21, 1942

BRYANT HILL-TROUT CREEK SECTION

PROJECT NO. FA 196-H (1)

While negotiations for right of way are in progress, three parcels have not been acquired, nor has the right to occupy and use these parcels been secured, but it is now believed that all necessary right of way will be fully acquired within eighteen days.

R. H. BALDOCK
Chief Engineer

By

S. H. Probert
Office Engineer

September 20, 1940

STATE OF OREGON

MICROFILMED PUBLIC RECORD

(In accordance with the provisions of ORS 192.040 through 192.070)

Name of Agency: Oregon Dept. of Transportation

Title of Record Series: Construction Contracts

Arrangement of Records: By Contract Number

Index:

INDEXING: Begins with: Contract #2321 Ends with: Contract #2370

FLASH CARDS: Begins every Contract

Remarks:

Reel No. 36 Reduction Ratio 21:1 Project No.

Camera: Name Bell & Howell Model File Master Film Recordak [redacted]

AHU MICROFILM 1460

CAMERA OPERATOR'S CERTIFICATE

Certification: I hereby certify that I have on this 20 day of May, 19 80 photographed the documents appearing on this roll of film, that they are true copies of documents, found in the record file described above, and that the integrity of the above described record file has been maintained on the film by microfilming each document in the exact order in which it was found in the file - with the exception, if any, of documents omitted because of technical difficulties and/or by error, as indicated on the film in the cross-reference notes or retake certificate.

I hereby further certify that the microfilm on which these documents are recorded was procured as permanent film of the slow burning cellulose ester or polyester type known as safety photographic film, conforming to applicable standards of the American National Standards Institute; and that the processing conforms to the standards for permanent film; and that samples of film processed by this service are periodically tested.

Signature Scott G. Rhoden